

GRAIN DEALERS JOURNAL

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Important Information!

United States Senator Robert M. La Follette in a speech at Milwaukee on Sunday, Aug. 27th, at a gathering of the Society of Equity, is quoted by the press as having said:

"Nothing is produced on the farm that sells in an open competitive market. It is first taxed unfairly by transportation, then it falls into the hands of Boards of Trade, Chambers of Commerce and Grain Combines who cheat you on grade and weight. That has been shown in Society of Equity investigations of elevators which purchased grain as low grade and sold it as high grade. You must eliminate the parasites who stand between the farms of the producers and the kitchens of the consumers."

It is assumed that the Senator was correctly reported, as several registered letters and telegrams addressed to him, asking whether he made the statement as quoted, remain unanswered, with the exception that his private secretary replied that it would be "Impossible to reach the Senator until after the campaign is over."

The Milwaukee Chamber of Commerce is one of a number of similar organizations through the medium of which the grain crops of this country are

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Through its Board of Directors, the Milwaukee Chamber of Commerce brands the statement quoted above from Senator La Follette's speech as absolutely false and without justification, and feels that it cannot in justice to its long and honorable career as an Exchange, allow so gross a slander to pass unchallenged; and since this statement was publicly made by one whose position in public life lends weight to his utterances, this organization desires to bring this matter to the attention of the public, in order that thinking people may determine for themselves whether it was the desire of Senator La Follette truly to state the facts or to get votes.

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28 years in Denver—Try us.

Crescent Mill & Elevator Co., The

We buy and sell wheat, corn, oats.

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Denver Elevator Co., The

Send us your grain. We buy it.

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Receivers and shippers milling wheat, corn, seed, oats, barley, pinto beans.

Harrington Plumer Mercantile Co., The

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Whether you buy or sell, talk to us.

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Wheat, corn, oats, rye, barley. We always buy and sell.

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Milling wheat, corn, oats, barley, beans, seeds and hay.

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We buy and sell all kinds of grain. Ask for prices.

NOTE All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

If you wish to buy or sell grain in carlots write us.

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Receivers and Shippers
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Ship to
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This company gives unexcelled service
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The Van Dusen-Harrington Co.
 Business Founded 1852

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20 Years Experience in assembling and
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612 Chamber of Commerce
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Electric A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.
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GRAIN
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PRATT & CO.

have all facilities to handle grain right REGARDLESS OF ITS CONDITION, as they operate the New up-to-date Superior Elevator.
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 WANT YOUR
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 500,000 bu. Fireproof Elevator,
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 Write for Samples and Quotations. **DULUTH**

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 Send samples all off grade grains.
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E. A. GRUBBS GRAIN CO.
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 Wants Correspondence with members of the
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Accept our bids for shipment to interior consumers and avoid unfair discounts.

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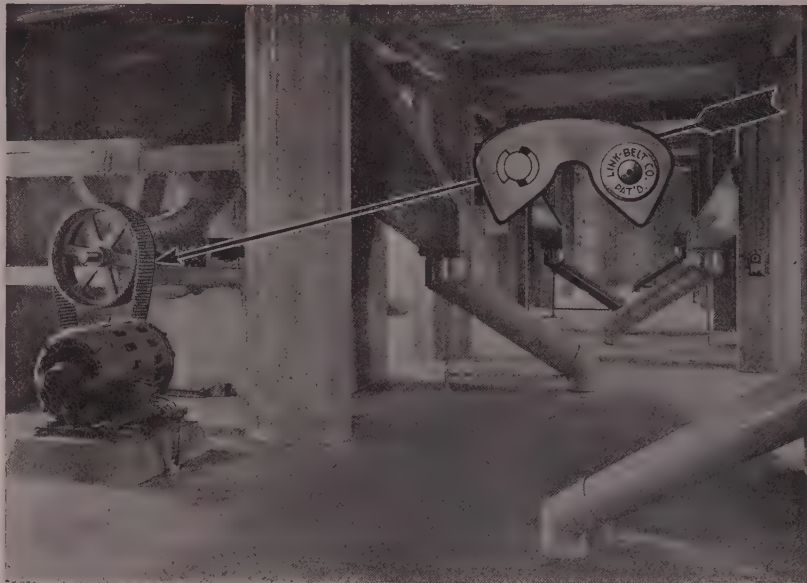
in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

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One of Many Link-Belt Silent Chain Drives in the Kansas City Southern Ry. Elevator, Kansas City, Mo.

It affords positive power on long or short centers.
98.2% efficient on actual test.

Try it on a single machine drive—your most difficult transmission, if you please. We will venture our prospects for future business on the satisfactory operation of that one drive—knowing that you will order more Link-Belt Silent Chains as requirements necessitate.

Flexible as a Belt—Positive as a Gear—More Efficient than Either

Get a good understanding of the Silent Chain Drive proposition from Data Book No. 125, our 112-page price list. Sent free. It tells all about the drives, and how to figure them.

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Look for the Name on the Washers

Look for the Liners in the Joints

37 YEARS AGO THIS MONTH EDISON invented the first practical incandescent lamp. The date, October 21st, is observed the country over as the anniversary of what is perhaps the most important epoch in all lighting progress.

In the EDISON MAZDA lamp of today is summed up the achievements of 37 years of progress. The latest development, the EDISON MAZDA C lamp, with its wonderful high efficiency and its remarkable candlepower, is an achievement as epoch-making as Edison's first lamp.

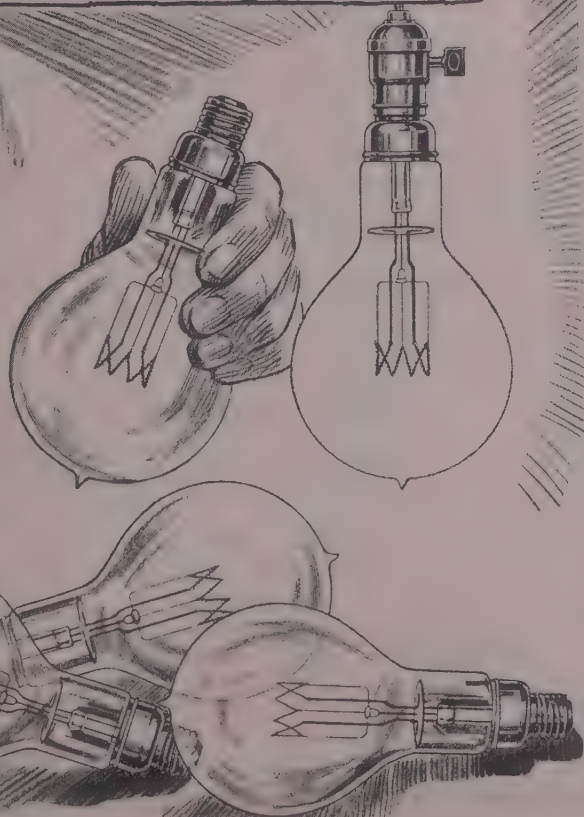
Practically every factory in the country can benefit by the exceptional current-economy of the MAZDA C lamp. Lighting companies, Edison agents or our own representatives will gladly demonstrate any time. Don't face the dark days of winter with a poorly lighted factory, especially since a few MAZDA C lamps will give you all the extra light you need.

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OF GENERAL ELECTRIC COMPANY

HARRISON, N. J.

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Install
AMERICAN
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in your power plant and forget the word "shut-down."

"AMERICAN" is made four strands with Graphite center core and tallow laid.

No external dressing required.

High Grade Car Puller and Transmission Rope Our Specialty
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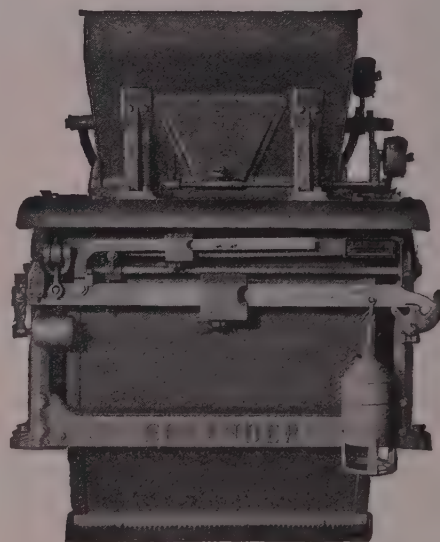
Automatic Hopper Scales

Weigh each discharge the same as by hand. The automatic parts are simple and take care of themselves.

The Non-Chokeable Feed Hopper prevents cobs or thrash from stopping the scales.

THE SONANDER

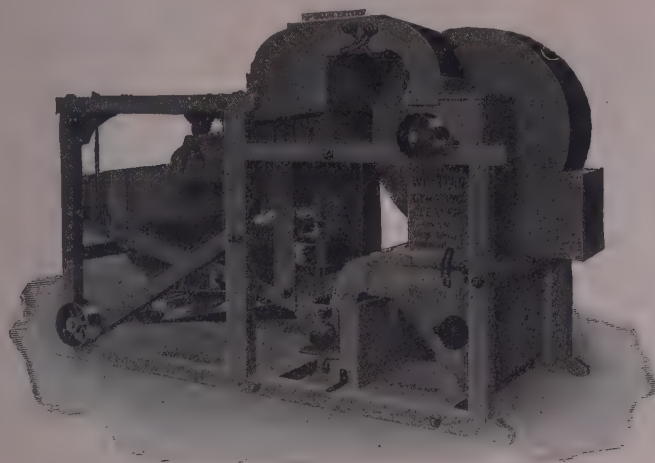
is built in various sizes. Give us the capacity desired and we will send full information.



NEBRASKA SCALE AND SUPPLY COMPANY

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Distributors for Howe Scales



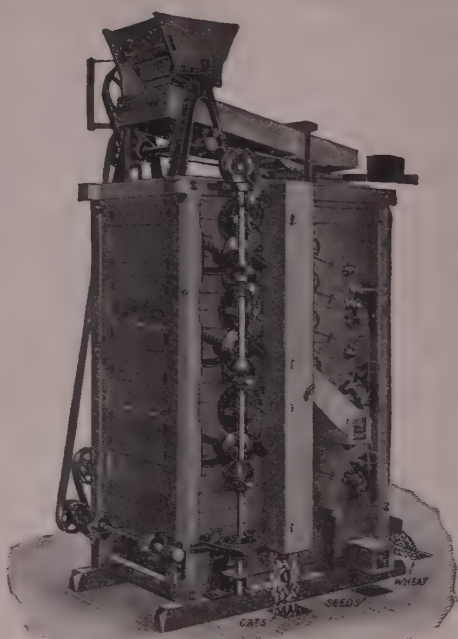
Rightfully Called the King of Grain Cleaners--Is the Western Gyrating Cleaner

Buying and installing one of these cleaners is not satisfying a desire for a luxury, it's an investment where the dividends not only pay for the investment, but insure utmost profit on every car of grain shipped.

It isn't the quantity of grain which brings the premium prices, it's the quality. With the high prices being paid for grain, grain buyers and receivers are more discriminating in buying grain. They want good, sound, clean grain. If you are in position to give it to them your profits will be bigger.

Any grain cleaner will clean grain but a Western Gyrating Cleaner cleans any grain best, cheapest and most satisfactory. It cleans more grain better than any other cleaner of equal capacity on the market. It's the cleaner you will eventually buy, why not learn of its merits now? Write us for catalog.

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There are still a few Terminal House Managers who are *Losing Good Wheat* in separating the wild oats. What a waste, with wheat at **3c a pound!**

A Richardson Oat Separator will solve this problem.

There are several hundred of them in the large terminals, daily handling thousands of bushels of this costly wheat without waste.

Wire for Prices

Stop that waste now! We will send you a machine on trial.

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A carload of fertilizer is good for an increase in the value of agricultural produce of \$800.00 to \$1,500.00 a season.

The use of fertilizers is basic and effects the foundation of your business, because fertilizers possess the power of increasing the volume of business in your community.

Our aim is to help produce bigger crops of better quality. This means greater prosperity in your community and more business for you. Dealers find fertilizers, which produce bigger, better crops, profitable both directly and indirectly.

Our crop bulletins will help your farmer patrons. You should have a supply. Write us.

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Your Firm Name

will be printed free in the 15,000 copies of the 1916 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

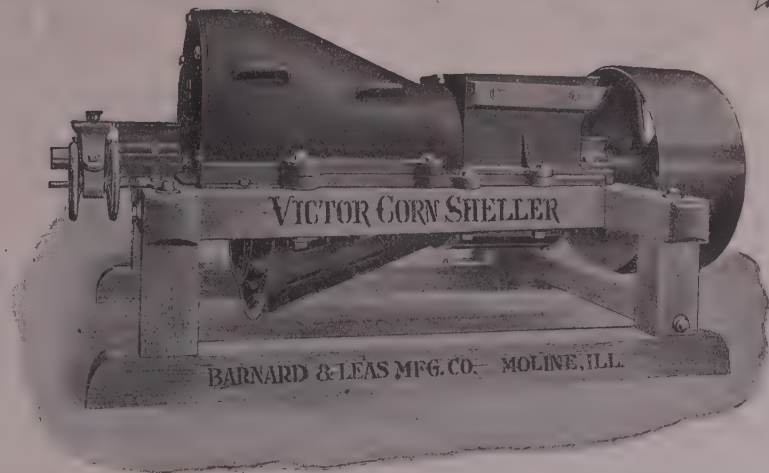
Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

Chicago, Illinois

Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator

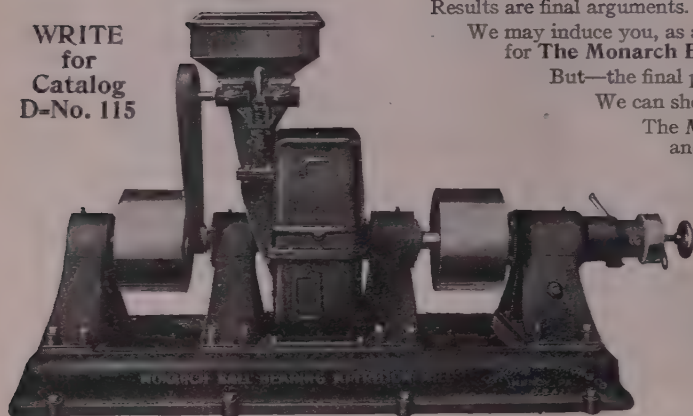


This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Final Arguments—

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Catalog
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Motor Driven
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Preferred

Results are final arguments.

We may induce you, as a result of this announcement, to investigate our claims for **The Monarch Ball Bearing Attrition Mill.**

But—the final proof is what it does in actual installations.

We can show you. Ask us.

The **Monarch** absolutely eliminates all feed grinding troubles and puts a stop to every unnecessary expense in connection with this operation.

It is both a preventative and a cure. Good alike for the prospective owner of a feed grinder who is looking for satisfaction, and the present owner of a machine which is behind the times.

Write us today. Investigate at our expense.

Sprout, Waldron & Co.
Milling Engineers

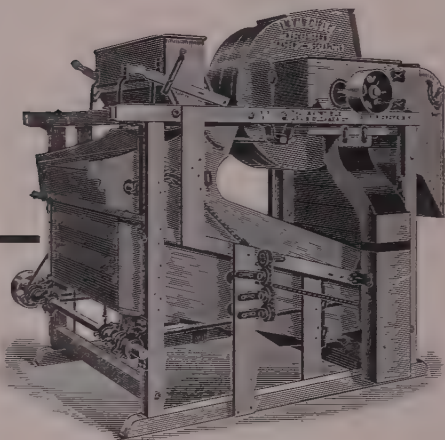
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P. O. Box No. 26



One of the largest size has just been placed
by J. S. Ashbrook Co., Mattoon, Ill.

Increase Poultry Feed Profits

Grade your cracked corn on an

Invincible Cracked Corn Separator and Grader

Produces three thoroughly clean grades. And there's money in the by-product—hulls, meals, etc.

Write for details and price list.

Invincible Grain Cleaner Co.

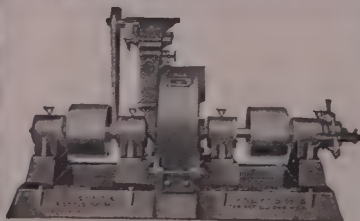
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Every dollar saved
in operating cost
means an added
profit.

For conscientious
service, without re-
pair bills, depend
on the "Scientific."

THE BAUER BROS. CO.
Formerly The Foss Mfg. Co.
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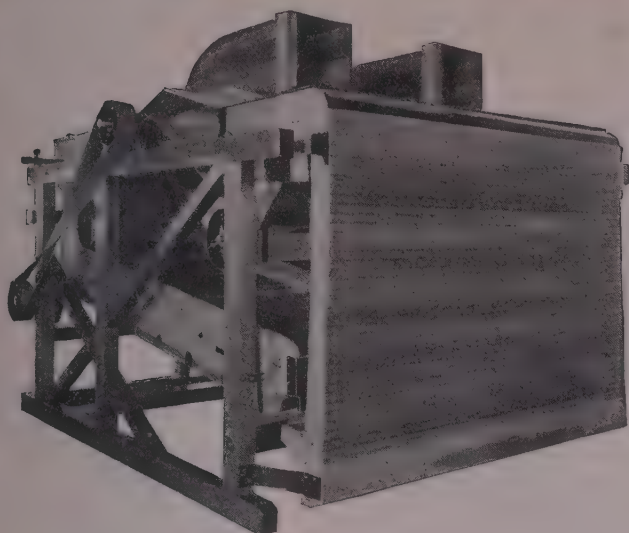
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GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



Ship a Better Grade

of grain
by installing this new

U. S. Receiving Separator

CAPACITIES TO
4000 Bus. per HOUR

Equipment includes ring type, self-oiling bearings on both eccentric and fan shafts. Feed is distributed evenly to the screens by means of a screw conveyor, and shoe is direct connected to the eccentric shaft. The double fan equipment and long flue is an absolute check against the possibility of dust or other foreign matter within the cleaned grain.

This new machine has so many other good features that we can not enumerate them here. It is made in all capacities and prices are within the reach of all.

Drop us a card today for further information.

B. S. CONSTANT MFG. CO.

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KANSAS CITY, MO.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 20 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

Grain Dealers Journal
La Salle St. Chicago, Ill.

BAKER, VAWTER & WOLF

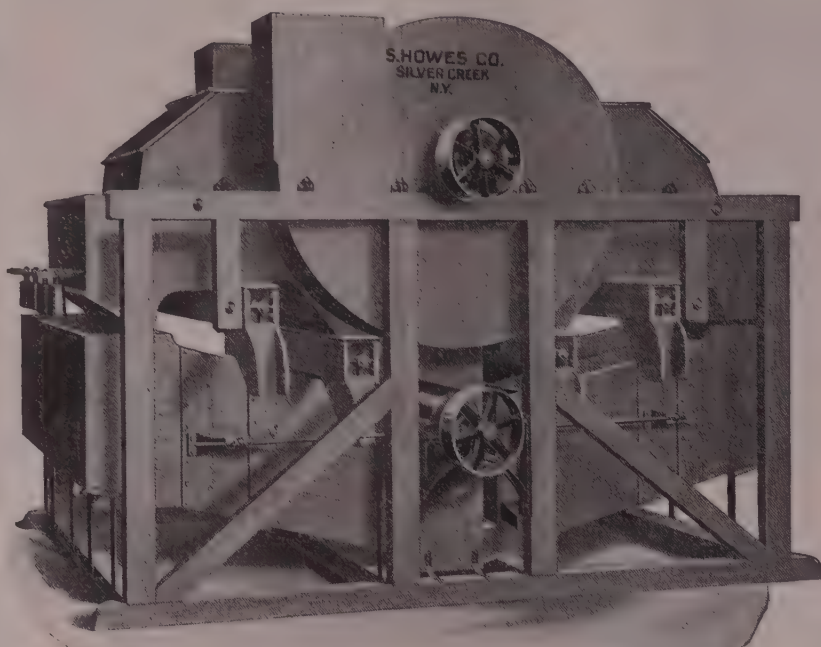
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A WHOPPING BIG GRAIN CLEANER



Eureka
of course!!!



Designed for the
rapid handling of
grain in large
quantities.

Manufacturers

THE S. HOWES COMPANY
SILVER CREEK, N. Y.

*More than a scale—
an efficient weighing
service*



**Note
this**

Weighs same weight per discharge on all grains.

Has one-piece even lever—not built up.

Reinforced hopper brush—prevents leakage.

You don't know Automatic Scales until you see and appreciate the many quality points of the

FAIRBANKS Automatic Scale

It is more than just a combination of parts—it embodies the talent, the experience, the "know-how" of scale building that brings to you a successful weighing service.

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COMPLETE SET FOR \$4.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

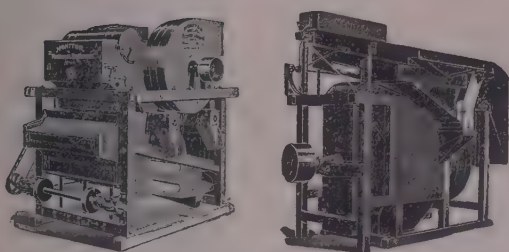
The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Where most of America's grain is going

Monitor



138 models

Grain History repeats itself—Terminal Elevators will handle the heavy end of Uncle Sam's and Canada's 1916 grain crops. In 85 to 90% of the largest, most modernly equipped Terminal Elevators, "Monitor" Cleaners and Clippers *only* will be used this year. More than ever before this year's purchases for the largest, best equipped, new Elevators on the North American Continent prove "Monitors" to be the *only* "standard" acceptable in Cleaners and Clippers. Why is it? You ought to know.

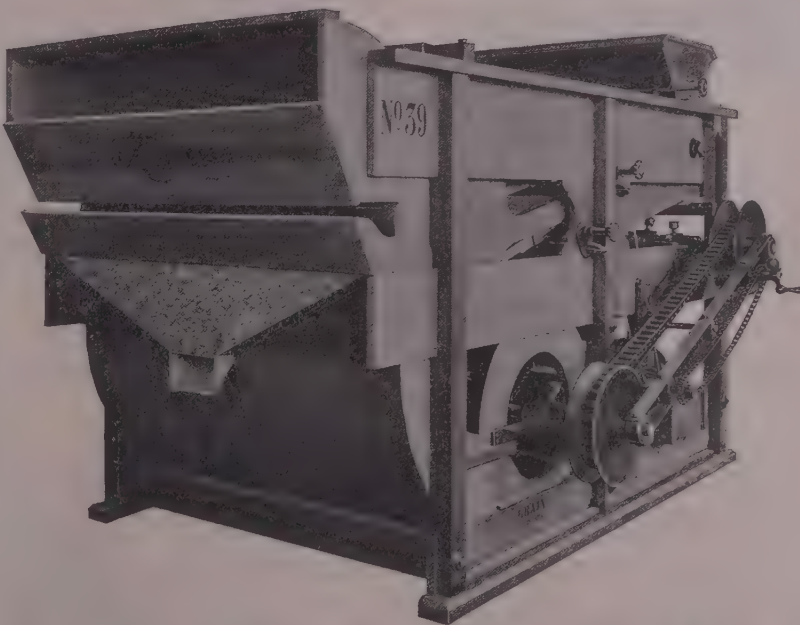
HUNTLEY MFG. CO., Silver Creek, N. Y.

The "Clipper" Grain & Seed Cleaner WITH Variable Air Regulator

Different kinds of seeds and grains and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

**Write for circular
giving full
description.**

The No. 39 Cleaner, shown herewith, is equipped with our new Variable Air Regulator. A perfectly uniform air blast, absolutely under control and entirely free from fluctuation, is one of the most essential and important considerations in cleaning seeds and grains.



A. T. Ferrell & Co., Saginaw, W. S., Mich.

The WILFORD is the Acknowledged Best Grain Cleaner and Separator



When it comes to buying a grain cleaner and separator, an ounce of satisfactory performance and practical experience is worth more than a pound of theory and "hope to make good." In offering you the WILFORD we are not banking on probabilities, something we "think" or "hope" will give complete satisfaction—but on a grain cleaner that has been put to the test by several of the largest grain elevators in the world, and not only made good, but exceeded all expectations.

These cleaners are in operation in the B. & O. and Western Maryland elevators at Baltimore. They are running daily, while cleaners of other makes lie idle. The U. S. Dept. of Agriculture in Baltimore also is using one.

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THE KENNEDY CAR LINER & BAG CO.

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Coal Handling Machinery



No matter what your tonnage may be we have Machinery to meet your individual needs.

Small Pockets erected in connection with ground storage sheds, can be profitably equipped with Elevating and Conveying Machinery, cutting handling costs and breakage to the minimum.

Write us your present conditions and we will submit our recommendations for you to consider—no charge for this service.

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Cover's Dust Protector

Rubber Protector, \$2.00

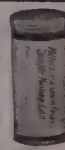
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

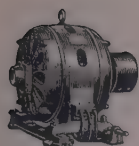
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.75

GRAIN DEALERS JOURNAL

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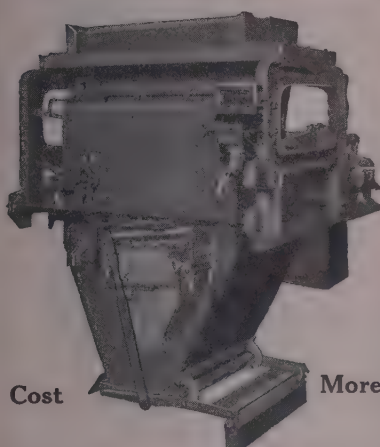


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Save Money on your power equipment by buying guaranteed renewed motors and dynamos from our large stock. We supply in any size or style at a saving of 25% to 35% and give a moneyback guarantee that they will equal in power, performance and durability any new machine of the same power rating. Write us for prices on the size and kind of motor you need.

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Cost

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ARE THEY WORTH MORE?

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The Automatic Dump Controller

USED EVERYWHERE!



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i. e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

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Style No. 6000
Corn Grading Balance

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

— have —
No Knife-edges—No Friction—
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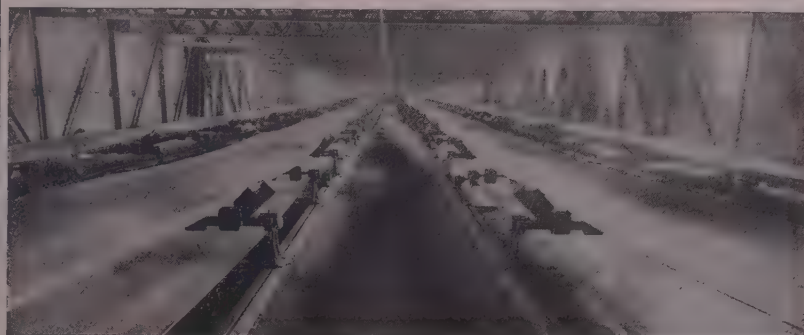
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WRITE FOR SEED PAMPHLET

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WEBSTER BELT CONVEYORS



HAVE BEEN THE STANDARD OF QUALITY FOR
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A complete line of idlers, trippers and driving mechanism developed by years of experience to a high degree of excellence.

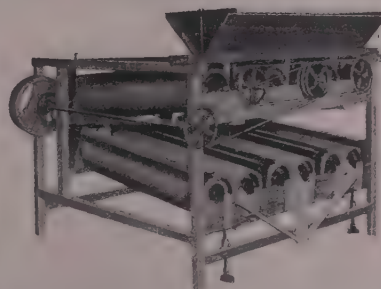
The Webster M'f'g Company

(149)

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King Seed Cleaning Machines

are built along the simplest lines, eliminating all wear except on the reel coverings. With ordinary usage these will last from 3 to 5 seasons.

Passage of seed to be cleaned is increased or diminished by raising or lowering the reels, according to the amount of dirt or foreign matter in the seed.

Shafting is operated in babbitted boxes and, as it operates at a low rate of speed, less than 1 h. p. is required to run the largest machine. *May we tell you more about it?*

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NORTH VERNON INDIANA

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OUR ADVERTISERS OFFER THE BEST.

Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

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NEW YORK (Inc. 1851) CHICAGO

**Eliminates
Spotting
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Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

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car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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The Diamond Ball Bearing Corn, Chop or Feed Mill, easily installed, requires little power and earns nice profit. Unequalled Corn Plates of Original Design. Special Attrition Plates for Screenings, Meal and Feed. 30 days FREE trial in your plant will convince.

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Disc Feed Mills. Disc Corn Mills.
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to do is to install an All Metal
Fire Proof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

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Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$2.00. Address,

GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

Purchase and Sale Contracts

Is a double page form designed for recording contracts for the purchase and contracts for the sale of grain. Each kind of grain is entered on a page by itself so dealer may quickly total columns, and ascertain whether he is long or short.

The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery; Price; By Whom; Bot; How; and Remarks.

The right hand pages show—Sold, under which the following information is recorded; Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold, How; and Remarks.

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Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

**IT'S THE SCIENTIFIC CONSTRUCTION
HIGH QUALITY OF RAW MATERIALS
AND BEST TYPE OF WORKMANSHIP
IN
REXALL DOUBLE-STITCHED BELTING**

**THAT MAKES IT STAND IN A CLASS BY
ITSELF AS A
GRAIN ELEVATOR AND CONVEYOR BELT**

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42 Broadway, NEW YORK
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GEN'L OFFICES AND FACTORY
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CHICAGO

"Use R. F. & C."
Patented
SOLID WOVEN
"Non-Separable Ply" Rubber Belt

For
ELEVATING—CONVEYING—TRANSMISSION

Guarantees
MAXIMUM RESULTS—ECONOMY
SEND FOR INFORMATION

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Pioneer Belt House in Western America
Since 1855 CHICAGO

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the advertiser
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him you saw
it in the

**Grain
Dealers
Journal**

**We'll buy your old
LEATHER BELTING**

Communicate with us at once
FANCY PRICES OFFERED
The National Belting & Salvage Co.
595 East Water St.
Milwaukee, Wisconsin

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

**New York
Belting & Packing Co.**

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2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
ST. LOUIS, MO.



If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic CAR LOADER

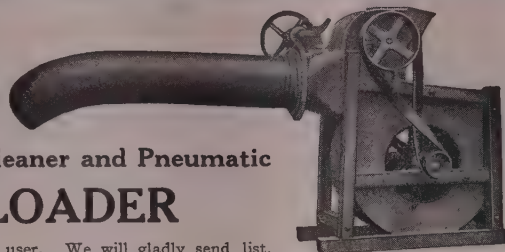
become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



BOWSHER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

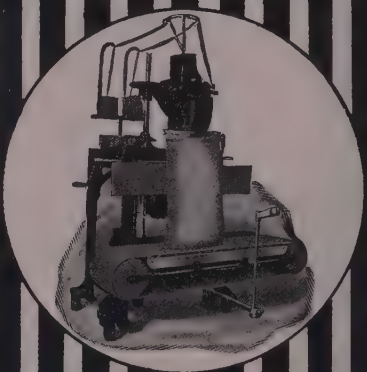
Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE

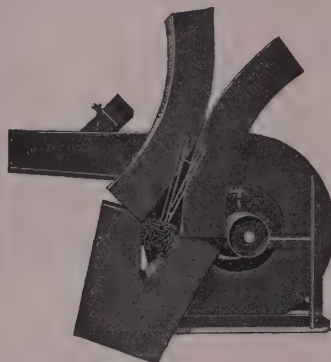


Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

CHICAGO
ST. LOUIS

MINNEAPOLIS
SAN FRANCISCO



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

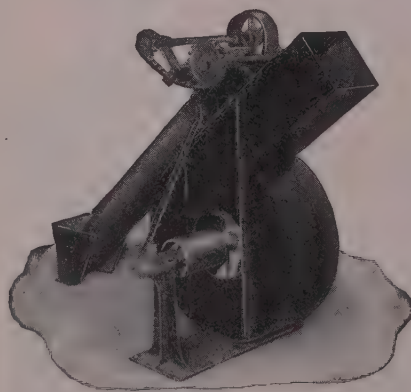
"It has everything skinned I ever saw for loading grain." W. H. Barret and Bro., Owaneco, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.

759-33d St., Milwaukee, Wis.

Everything in Pneumatic Grain Handling Machinery

WHEAT TABLES

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing flaxseed, rye, or shelled corn up to 4,090 lbs. to bushels of 56 lbs. Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents

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315 So. La Salle Street, CHICAGO, ILLINOIS



Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

Prevent CLAIM LOSSES with TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS Are now using them. Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



The Degradation Milling & Elevator Co.
Detroit, Michigan

Detroit Graphite Co.,
Detroit, Mich.

Gentlemen:
I have your letter of the 21st inst., regarding paint furnished by you for our Windsor mill. We find that this paint has proven entirely satisfactory, and when we are in the market will be glad to figure with you.

Very truly yours,
H. E. Johnson
1917

Big Four Mills
W. T. BESSER
Manufacturer of
Winter Wheat Flour
Greensboro, Indiana.

Detroit Graphite Company,
Detroit, Mich.

Gentlemen:-
I have been using your roofing paint for several years and am well pleased with same; also your paint for dwelling houses, which have proved satisfactory. I am located at the junction of the Big Four and Monon, and have frequent calls from paint salesman, but I tell them one and all that yours have been so satisfactory I would not make a change.

I thank you for past favors.

Truly yours,
W. T. Besser

Elevator Paints that give years of Service

Paint to give efficient service on elevator roofs, siding, etc., must be made to meet the particular conditions encountered. It must withstand soot and smoke, and be weather-resisting.

DEGRACO ELEVATOR PAINTS

Degraco Elevator Paints are prepared especially for giving permanent protection to elevators. We can furnish them in elevator reds and other colors to match standard railway shades.

Degraco Paints are sold direct to the consumer. For complete information, address

DETROIT GRAPHITE CO.

Paint and Color Makers

Dept. 1078

DETROIT, MICH.

E. E. DEEP GRAIN CO.
GRAIN ELEVATOR AND MILLS
BOURBON, INDIANA

EASTERN OFFICE
455 BUNGE PHILADELPHIA

Detroit Graphite Co.,
Detroit, Mich.

Dear Sirs:
Answering your letter of the 9th inst., will state that we painted our transfer house, storage elevator and flour mill with your elevator paint, and it has held up well. And now after it certainly was good material, and it did a month or two after it was painted. And if we see any more elevator paint your paints will be positively put on our buildings.

Yours truly,
E. E. DEEP GRAIN CO.
E. E. Deep
BOURBON, INDIANA.

We have a special preparation for making elevator pits damp-proof. It is known as

"Anti-Aqua 826"

When properly applied to elevator pits and foundations, Anti-Aqua will keep them free from moisture. Easily applied.

POUNDS TO BUSHEL AT A GLANCE

Direct Reduction Grain Tables

32 lbs. per bushel - OATS

Pounds	32 lbs.	56 lbs.	60 lbs.	70 lbs.	75 lbs.
100	3.125	1.786	1.667	1.429	1.333
110	3.409	1.964	1.818	1.538	1.429
120	3.690	2.143	2.000	1.667	1.538
130	3.968	2.323	2.174	1.818	1.667
140	4.243	2.500	2.333	1.964	1.818
150	4.515	2.679	2.500	2.143	1.964
160	4.784	2.857	2.667	2.333	2.143
170	5.050	3.036	2.833	2.500	2.333
180	5.313	3.214	3.000	2.667	2.500
190	5.573	3.393	3.167	2.833	2.667
200	5.831	3.571	3.333	3.000	2.833
210	6.087	3.750	3.500	3.167	3.000
220	6.341	3.929	3.667	3.333	3.167
230	6.593	4.107	3.833	3.500	3.333
240	6.843	4.286	4.000	3.667	3.500
250	7.091	4.464	4.167	3.833	3.667
260	7.337	4.643	4.333	4.000	3.833
270	7.581	4.821	4.500	4.167	4.000
280	7.823	5.000	4.667	4.333	4.167
290	8.063	5.179	4.833	4.500	4.333
300	8.301	5.357	5.000	4.667	4.500
310	8.537	5.536	5.167	4.833	4.667
320	8.771	5.714	5.333	5.000	4.833
330	9.003	5.893	5.500	5.167	5.000
340	9.234	6.071	5.667	5.333	5.167
350	9.463	6.250	5.833	5.500	5.333
360	9.690	6.429	6.000	5.667	5.500
370	9.915	6.607	6.167	5.833	5.667
380	10.139	6.786	6.333	6.000	5.833
390	10.361	6.964	6.500	6.167	6.000
400	10.581	7.143	6.667	6.333	6.167
410	10.800	7.321	6.833	6.500	6.333
420	11.017	7.500	7.000	6.667	6.500
430	11.232	7.679	7.167	6.833	6.667
440	11.445	7.857	7.333	7.000	6.833
450	11.657	8.036	7.500	7.167	7.000
460	11.867	8.214	7.667	7.333	7.167
470	12.075	8.393	7.833	7.500	7.333
480	12.281	8.571	8.000	7.667	7.500
490	12.486	8.750	8.167	7.833	7.667
500	12.689	8.929	8.333	8.000	7.833
510	12.890	9.107	8.500	8.167	8.000
520	13.090	9.286	8.667	8.333	8.167
530	13.288	9.464	8.833	8.500	8.333
540	13.484	9.643	9.000	8.667	8.500
550	13.679	9.821	9.167	8.833	8.667
560	13.872	10.000	9.333	9.000	8.833
570	14.063	10.179	9.500	9.167	9.000
580	14.252	10.357	9.667	9.333	9.167
590	14.439	10.536	9.833	9.500	9.333
600	14.625	10.714	10.000	9.667	9.500

At this season of the year when the wagons are lined up at your elevator, every minute saved in handling the loads increases your receiving capacity. You can prevent many costly errors and save a great deal of time by using our

DIRECT REDUCTION GRAIN TABLES IN FRAME

This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

Send all orders to

GRAIN DEALERS JOURNAL, 315 S. La Salle St., Chicago, Ill.

Convert Your By-Products Into Cash

Grind your by-products into feed. There is much profit to be made in this branch of your business. The "Famous Howell Roller" Feed Mill is the best mill for your purpose because it is light

running, uses but little power, and operates continuously with practically no upkeep expense.

We make them in 13 sizes, suitable for any size engine, and adaptable to any demands from the smallest to the largest.

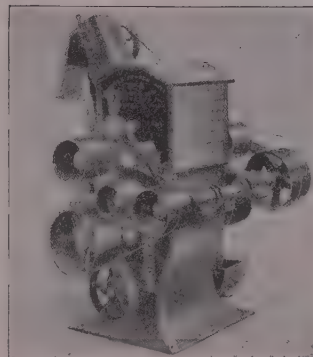
Remember that your demand is created already and your

customers come to your elevator to sell you. If you have the feed, they will take it home with them.

Also there is good money in doing custom feed grinding. Write for Catalog E-16.

R. R. HOWELL & CO.

MINNEAPOLIS, MINN.



GRAIN ELEVATOR BUILDERS

Be Satisfied This Season!

**"YOUNGLOVE does all the
Contract calls for and MORE."**

Concrete and Tile
Quick Service

Cribbed and Balloon
Guaranteed Work

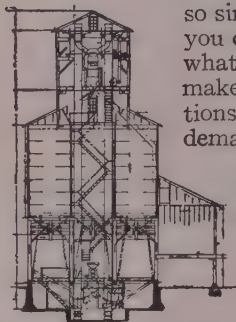
REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.

412 United Bank Bldg.

SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
Board of Trade INDIANAPOLIS, IND.

Grain Elevators

of any size and any type

Designed and Built for

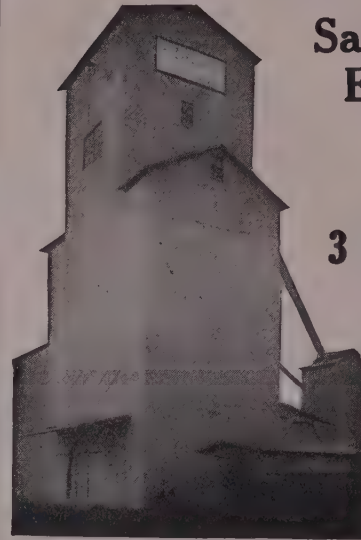


**Safety,
Economy,
Utility**

THE
**3 AMERICAS
CO.**

Builders of
Better
Elevators

122
S. Michigan Av.
CHICAGO



Tell us what you need for your elevator
and we will tell you where to get it.

**ELEVATOR
CONSTRUCTION
SPECIALIST
SINCE
1881**

"HAVE IBBERSON BUILD IT"

Write
For Our
New Booklet

T. E. IBBERSON
MINNEAPOLIS, MINN.

D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

202-4 Corn Exchange, Minneapolis

Your Opportunity

is here. Now is the time to
let the elevator man know
you want his business.

Advertise in the
Grain Dealers Journal

RELIABLE SUPPLIES COMPETENT WORKMEN

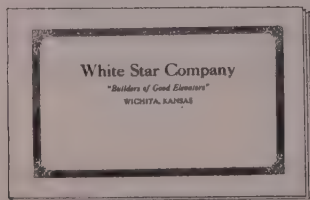
To Make All Repairs

We help you remodel to get the
greatest efficiency from the plant
you have.

WRITE TODAY

ORR BROS. SUPPLY CO.

CEDAR RAPIDS, IOWA



Our New
Booklet of
Elevator
Construction

Write for Catalog C-2.

White Star Co. Wichita, Kans.

CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

GRAIN DEALERS JOURNAL

La Salle Street

Chicago, Ill.

GRAIN ELEVATOR BUILDERS

B

When Better
Elevators are
built, Burrell
will build them

Ask those who have them
Over 600 in use today.

**Burrell Engineering &
Construction Company**

1102-S WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)

711 Hubbell Bldg., Des Moines, Iowa.
111 W. North St., Indianapolis, Ind.
16 Hoke Bldg., Hutchinson, Kan.
705 Baker-Boyer Bldg., Walla Walla, Wash.

THE TOLTZ ENGINEERING COMPANY

CONSULTING ENGINEERS

PLANS—SPECIFICATIONS—SUPERINTENDENCE

For

Modern Fire-proof Grain Elevators



Western Maryland Elevator, 1,000,-
000 bushel capacity, Baltimore, Md.

MAX TOLTZ
Mechanical Engineer
President

W. E. KING
Structural Engineer
Treasurer

1410 Pioneer Bldg.

ST. PAUL, MINN.



THE CHEAPEST Elevator in the End
Is Steel Construction
WHEN BUILT RIGHT

It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
if taken down.

LET US FIGURE WITH YOU

MINNEAPOLIS STEEL & MACHINERY CO.
29th Street near Lake Minneapolis

WE KNOW HOW TO BUILD THEM RIGHT

HICKOK CONSTRUCTION CO. for
Contracting Engineers

ELEVATORS Fireproof
Storage
MINNEAPOLIS, MINNESOTA

W. S. MOORE
252 S. Col. Street
Frankfort
Ind.

EFFICIENT ERECTING CO.

Grain Elevators, Mill Work

Let Us Make Your Plans

WE GIVE 100% SERVICE ON ALL OUR WORK—A TRIAL WILL PROVE IT.

GEO. H. CRAIG
335 Normal Park
Way, Englewood
Chicago, Ill

BETTER ELEVATORS

ARE Being Built and

W. H. CRAMER is Building them
NORTH PLATTE, NEB.

A. F. ROBERTS
ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

B. J. CARRICO
1501 Commerce St., Ft. Worth, Texas
Designer and Contractor of
CONCRETE and WOOD
Elevators and Flour Mills

NEWELL CONSTRUCTION CO.
CONTRACTORS, DESIGNERS
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**ELEVATOR AND
MILL SUPPLIES**
430-432
GRANBY BLDG.
CEDAR RAPIDS
IOWA

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

FRANK KAUCHER & SON
Contractors Mills and Elevators
Wood and Concrete
ST. JOSEPH MISSOURI

FIRE PROOF
GRAIN ELEVATORS
DEVERELL, SPENCER & CO.
Garrett Building
BALTIMORE, MARYLAND

MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

C. E. BIRD & CO.
Grain Elevator Builders
Minneapolis, Minn.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages. Price, \$1.00.

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

WITHERSPOON-ENGLAR CO.

1247 Monadnock Bldg. CHICAGO, ILL.

Builders of Modern Fireproof
MILLS AND ELEVATORS



The 2,000,000 Bushel WESTERN MARYLAND ELEVATOR at Baltimore

Designed and Built by

JAMES STEWART & CO.

GRAIN ELEVATORS

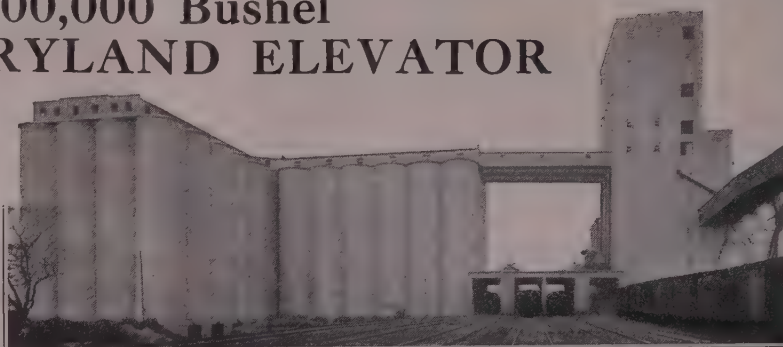
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,

15th Floor Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

WE BUILD REINFORCED CON-
CRETE STRUCTURES OF ALL TYPES

Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve
your problems and furnish preliminary estimates

JANSE BROS., BOOMER, CRAIN & HOWE GENERAL CONTRACTORS

717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES

FORT WILLIAM, ONT.
 DULUTH, MINN.
 MINNEAPOLIS, MINN.





C. & N. W. RY. Calumet Terminal Elevator
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work
John S. Metcalf Company, Limited
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND



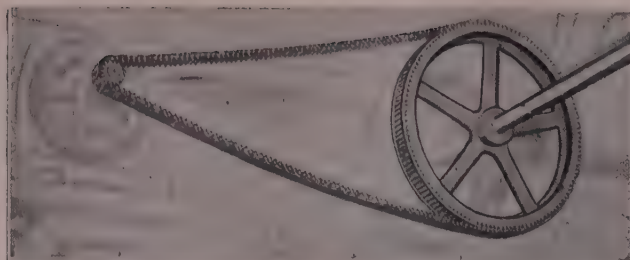
CONCRETE-CENTRAL ELEVATOR—BUFFALO

ORIGINAL CONTRACT			ADDITIONS	
Concrete-Central	Sec. A, 1915		B, 1916. C, D, E, 1917	
Shredded Wheat	1911		1913 & 1914	
Connecting Terminal	1914		1916	
A. J. Wheeler	Monarch Elevator		Wheeler Elevator	
Superior	1914		1916	
Archer Daniels Linseed Co.	1915		1916	
The Record of Satisfactory Work			Its Reward	

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



Silent Chain Drives

— for —

Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

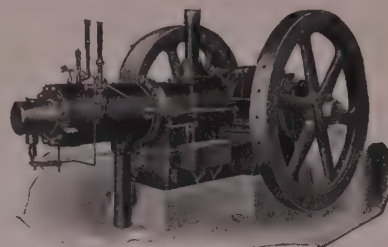
Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company

Commercial Drive Division

1101 Transportation Building, Chicago, Ill.

Factory—Indianapolis, Ind.



Adequate Protection

against the high cost of power for your elevator is found in the installation of a Money-Making Muncie. It saves money on fuel and on labor. You secure more power and closer regulation. The Muncie is automatic throughout—very simple—with not an ounce of superfluous trappings. It can be compared to no other engine—it is something entirely different, and a careful investigation will reveal possibilities for increasing the quantity and quality of your power at a lower cost. We want you to make this investigation.

*Profits are larger from
Muncie-ized Elevators.*

Muncie Oil Engine Company

516 Jackson Street

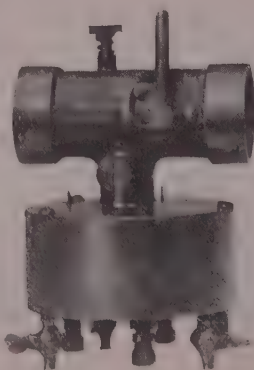
Muncie, Ind.

What Does Your Fuel Cost?

It costs "60¢" too much, unless you are using the

**American
Kerosene
Carburetor**

YES! We guarantee it, and give 30 days C. O. D. trial.



Mail Your Order to the

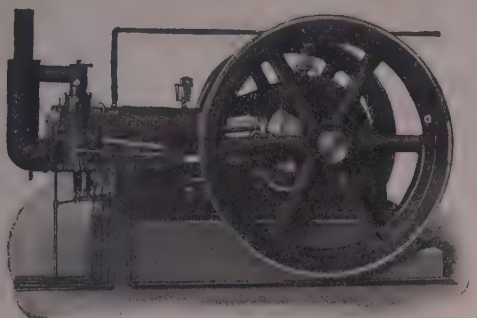
Kerosene Carburetor Co.

FRANKFORT, INDIANA

References: The American National Bank,
Frankfort; Dun or Bradstreet

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.



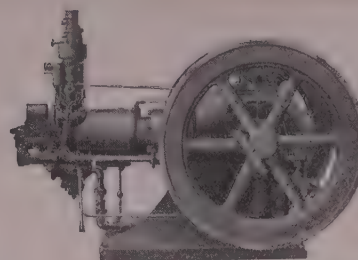
GETTING STARTED

That's one of the most important things in the operation of an engine. A feature of the CHARTER Type "R" that commends itself to all users is its ease in starting. One man can start any CHARTER Type "R" engine. No compressors are needed and it never stalls. It is started on gasoline and after having been run a few minutes is turned over to the use of the heavier oils by simply turning a three way cock.

This is only one big feature of CHARTER Type "R" engines, ask us about the others.

CHARTER GAS ENGINE CO.

60-80 Wallace Street, - - - STERLING, ILL.



Mogul and Titan Kerosene Engines

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

International Harvester Company of America (Incorporated)

21 Harvester Building Chicago, U. S. A.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St. CHICAGO, ILL.

WHEN people just naturally associate some particular engine with *life-time service*, it implies two things—first, that the maker has been in business long enough to have been able to make engines lasting so long, and, secondly, that many of the engines he has built have really given such exceptional service.

The sturdy *slow-speed OTTOS* from *two to twenty horse power*, that are ready for *immediate delivery*, are of the same stock as those older *OTTOS* of which some have been operating continuously for forty years.

Larger sizes, up to 150 horse power, can be completed promptly. Full information or the co-operation of our engineers will be extended by addressing the offices listed below.

The OTTO Gas Engine Works

Main Office and Works: 33rd and Walnut Streets
PHILADELPHIA

15-17 So. Clinton St., Chicago
114 Liberty St., - - - New York

OTTO

Gas and Gasoline Engines

What Leading Engineers Endorse
and Specify

The Humphrey Improved Metal Employee's Elevator

is Especially suited for modern fire proof buildings.

A time energy and money saver.

Write today for particulars.



NUTTING TRUCK CO.
SOLE MANUFACTURERS
FARIBAULT MINNESOTA
Also Manufacturers of a Complete Line of Floor Trucks.

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

An efficient leg in an elevator wins half the battle

More than a thousand elevators escape mixing grain by using a

HALL SIGNALING GRAIN DISTRIBUTOR



and very many are doubling their capacity, reducing cost of operation and maintenance, and more effectively and conveniently doing the work without backlegging or choking by installing a

HALL SPECIAL

elevator leg with actual results after installation. Guaranteed by the

Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use. Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

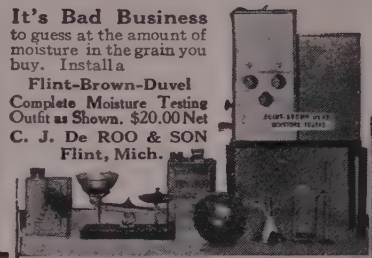
Manufactured and for sale by

**R. M. Van Ness
Construction Company**
404-406 State Bank Bldg.,
OMAHA, NEB.
We Build
Modern Grain Elevators



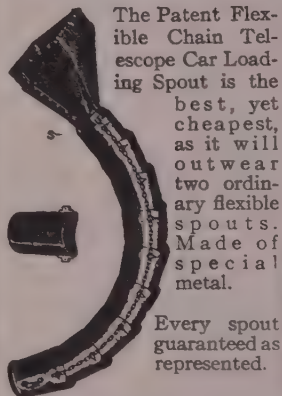
It's Bad Business to guess at the amount of moisture in the grain you buy. Install a

**Flint-Brown-Duvel
Complete Moisture Testing
Outfit as Shown. \$20.00 Net**
C. J. De ROO & SON
Flint, Mich.



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

Gerber Spouting Has No Equal

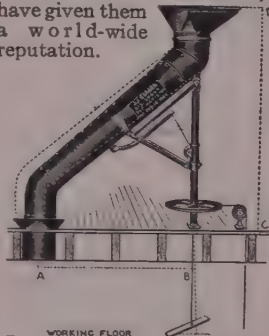


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

TRAVEL

With the Grain Dealers Journal Into the offices of your fellow Grain Dealers

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1.50.

RITE US NOW

GRAIN DEALERS JOURNAL

305 South La Salle Street, Chicago, Ill.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.50
Form 385 Record of Car Loads Shipped
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

THE ELEVATOR at Manchester, Kansas, will be sold at the Court House in Abilene, Kansas, at 11 a. m., Nov. 6, 1916.

ILLINOIS Elevator located at Fulton, Ill., for sale or exchange for land. Address Short Box 5, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Grain Dealers Journal, Chicago.

SOUTHWESTERN OHIO—For sale, three grain elevators, good locations, address Nora, Box 4, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

FOR SALE: Best elevator proposition in the State of Montana. \$5500.00 if taken at once. Address Sale, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

NORTHWESTERN OHIO elvtr. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Will, Box 11, Grain Dealers Journal, Chicago.

FOR SALE on account of death of owner good elevator plant doing 225,000 to 250,000 bu. business annually, located in town of 300 within 125 miles of Chicago on C. & E. I. Has one good competitor. Jas. M. Maguire, 6454 Minerva Ave., Chicago, Ill.

NEBRASKA: Two good country elevators on the Union Pacific Railroad, located in wheat and corn belt. If you are looking for a location, either place is a fine chance to make money. Address Ton, Box 5, Grain Dealers Journal, Chicago.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

FOR SALE 12M. bu. cap. studded elevator on Wabash R. R. close to Wabash River in Central Indiana. 250 ton coal bins. Storage warehouse 20x56. Lumber sheds 16x90. Elevator has 2 dumps, 3 stands of elevators. Automatic scales. Invincible cleaner, No. 3 U. S. Sheller. Steam power. All on private ground. Handles on an average of 60,000 grain a year. 14 cars lumber, 15 cars coal, besides 10 to 15 cars other inbound freight. No competition. Plant cost \$6,500. Best offer takes it as I wish to quit the business. Don't write without you mean business. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

CENTRAL NEBRASKA—We have for sale three elevators in the best located towns and will offer an exceptional opportunity to anyone wishing to buy a first class house. All fully equipped. The Lincoln Grain Co., Lincoln, Nebr.

FOR SALE—50,000 bu. cap. elevator very modern on private land in town of 1,000, located on C. & N. W. Ry. within 100 miles of Chicago. One good competitive station handles 450,000 bu. corn and oats besides large seed trade. Jas. M. Maguire, 6454 Minerva Ave., Chicago, Ill.

FOR SALE—Elvtr. 30,000 bus. cap. in good farming community with equipments 3 electric motors, 1 feed mill, 1 corn sheller, cribs, 2 hay barns; on Pan Handle R. R. Property of E. F. Schroeder, deceased. John H. Schroeder, Admstr., Crown Point, Ind.

FOR SALE—Elevator 60,000 capacity, handling 250 to 300,000 bushels grain annually; located in best grain territory in Illinois, 115 miles from Chicago, also fine outlet to all southern markets. Price \$12,000.00 for immediate sale, terms can be arranged. Anyone wanting a high class elevator proposition should write immediately to P. G., Box 8, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins	Iowa	18,000 bu.
Hinton	Iowa	22,000 bu.
Alvord	Iowa	25,000 bu.
Sioux Center	Iowa	20,000 bu.
Gerretson	South Dakota	22,000 bu.
Sherman	South Dakota	40,000 bu.

These elevators will warrant careful investigation. Correspond with us at 1108 First National Soo Building, Thorpe Elevator Co., Minneapolis, Minn.

ELEVATORS WANTED.

TO EXCHANGE—Colorado land for Central Iowa elevator or lumber yard. Address E. N., Box 7, Grain Dealers Journal, Chicago.

FOR TRADE—230-acre farm near Kirksville, Mo., for an elevator in Iowa. Give full particulars to Missouri, Box 7, Grain Dealers Journal, Chicago.

WANTED—Elevator in corn and wheat territory, for cash. If you want to sell right, and can show business, write giving full information. No agents. XYZ, Box 7, Grain Dealers Journal, Chicago.

WANTED—Modern elevator in Champagne, Ill. territory. Give location, price, terms and description in first letter. Address Code Box 8, Grain Dealers Journal, Chicago, Ill.

GENTLEMAN in Wichita, Kansas, wishes to purchase \$1,000 worth of stock in good Elevator in Southwestern Kansas and act as Manager, or would lease good Elevator. Must be in wheat territory. Address Stock, Box 7, Grain Dealers Journal, Chicago.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE—A permanently established growing grain business operating a line of country stations in North Missouri; an exceptional opportunity and an attractive proposition. Address A. A. Alley, owner, Mercer, Mo.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

AN OPPORTUNITY for investment is offered to one or two grain men in a proposition now being developed. It promises especially favorable returns on the capital invested. The project is one closely connected with the grain business and affiliated industries, and association with those actively engaged in grain is desired. Write Personal, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

A general warehouse business now in operation in one of the best towns in Central Ohio, on the T. & O. C. Railroad (New York Central Lines). The property consists of a grain elevator, hay barns, corn cribs, hog yards with sheds having concrete floors, wool room and hide cellar. The business has been established for twenty years and consists of hay, grain, seeds, wool, hides and live stock. The present owner is over seventy years old and wants to retire. An excellent opportunity for a young man with some money. Price \$5,000.00; one-half cash, balance terms to suit. Address J. R. Alsdorf, Westerville, Ohio.

ADDRESS WANTED.

WANTED—Present address of former officers of Roberts Brokerage Co., formerly of Atlanta, Georgia. Address Macon, Box 7, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

HELP WANTED

WANTED—Manager for grain and implement business located in Ohio. Good position for right man. Address Ohio, Box 8, Grain Dealers Journal, Chicago.

WANTED—Hustling young man for Assistant Superintendent of our Elevator and Feed Mill. Want a man who has had experience in the Grain business, capable of handling men, and who can get business. Address Carpenter Grain Co., Edwardsburg, Mich.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

MILLS FOR SALE.

FOR SALE—A 30-bbl. country flouring mill; in fine condition. Write for full particulars. V. Stockon, Carrollton, Ohio.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

WANTED—By a single man with 15 years' experience, to buy an interest in a 25-bbl. Midget-Marvel Mill, or will join party building new plant in town of not less than 1,000 inh. California or Southern states preferred. Werner Klingler, Payette, Ida.

SEND FOR circular letter describing Flour Mill Plant and a line of elevators all located in Oklahoma grain belt; good, easy terms to responsible purchaser. A great money-maker; no trades. Liberal commission to agents. Frank Meyer, El Reno, Okla. Box 782.

FOR SALE—A 50-barrel up-to-date mill in heart of wheat belt, new building, iron-clad, capacity 10,000 bushels wheat, track to mill, machinery all in first class order, late model oil engine, 30-h. p. As good a mill of its size as any in Central Kansas. Goffe & Carkener, Kansas City, Mo.

FERRETS.

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—About 2,000 second hand sacks. Sharp Bros., Healy, Kans.

FOR SALE—6,000 second hand Cotton Grain Bags at 11c each f. o. b. St. Louis, in lots of 100 up to 500. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

SITUATIONS WANTED.

WANTED — Position as Manager of Elvtr. F. C. Dewey, Waterbury, Nebr.

WANTED—Position, first or second man grain elvtr. 16 years' experience. Steam or gasoline. Best of references. Address J., Box 8, Grain Dealers Journal, Chicago.

WANTED position as mgr. of elvtr. or clerical position. 20 years' exp. grain and beans. Change desired. Address F., Box 7, Grain Dealers Journal, Chicago.

WANTED—Position as manager of farmers elevator. First class references furnished. Address Douglas, Box 3, Grain Dealers Journal, Chicago.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position with elevator concern as Bookkeeper or Stenographer. Montana or Canada preferred. Good ref. Address Leola, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as Manager; 17 years' experience in Milling and Elevator business; best of references as to character and ability. Address Wade, Box 7, Grain Dealers Journal, Chicago.

AM LOOKING for position in City or Country elevator. Can manage and run an elevator, have had good experience and can furnish A1 references. Reasonable salary. Write H. A. Asling, Yocemento, Kans.

POSITION wanted as manager of farmers or line elevator, by a live up-to-date grain man. 8 years' experience; age 27; best of references. Used to handling \$250,000 business annually. Address A1, Box 7, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as traveling solicitor; experienced. Reference present employer, thirty-five years old; steady worker. Would like to make change. Address Spring, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position by man with 16 yrs. exp. in the grain business; 37 yrs. old, married; at present manager of elevator; would like to connect with private company where there would be chance for advancement. Thoroughly competent. Address Aisle, Box 8, Grain Dealers Journal, Chicago.

WANTED Position as Auditor or Mgr. of Line of Elevators or Buying and Selling grain at terminal markets. Sixteen years experience in all branches of grain business. Well acquainted in the Northwest and Kansas. Good judge of spring and winter wheat and can handle men. Address Rock, Box 4, Grain Dealers Journal, Chgo.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

EXPERIENCED grain traffic manager, ten years rate and two years general cash grain experience, single, sober, industrious, also accountant and stenographic experience, desires to change for betterment. Can manage office and interior or terminal market trade. Thoroughly familiar with grain rate applications in Iowa, Dakota, Minn., Nebr., Kans., and respective distributing territories. Address Traffic Manager, Box 7, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.

WANTED to buy a second hand car puller, 3 to 5 car capacity. J. A. Gilles, St. Joseph, Ill.

WANTED—Three (3) pair high roller feed mill; good seconded mill preferred. Address Nolte Bros., Delphos, Ohio.

SCALES FOR SALE.

FOR SALE—Fairbanks 1,500-bushel per hour automatic scale. Has been used over a year. A. A. Morrison, 328 Grain Exchange Bldg., Omaha, Nebr.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

FOR SALE—One Fairbanks-Morse 100-ton track scale complete with iron beams for foundation. The scale is practically as good as new, has been in use a short time; we will make a reasonable price on same. If interested, communicate with Osceola Mill & Elevator Co., Osceola, Wis.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

MACHINES FOR SALE.

FOR SALE—One Monitor Dustless Warehouse Separator No. 3 in good condition, with full set of screens. Bay City Grain Co., Bay City, Mich.

FOR SALE—One Barnard & Lea's three pair high, 9x18 roller mill, just been overhauled and recorrugated at factory. Also a steam boiler 4½x14 ft. with front. Wm. Ringle & Co., Cambridge, Ill.

FOR SALE—One 4-hole Appleton power corn sheller with cob stacker and extension feeder, mounted on trucks. Shelled 1 car corn, good as new, price \$175. J. J. Litcher, Lewiston, Minn.

FOR SALE—300-bu. Western Sheller (not fan); also Rolling screen cleaner to match; also steel boot tank. Good condition. Address Burrell, Webster Bldg., Chicago, Ill.

FOR SALE—2 dunlap reels with white-moore purifier, one solid jack shaft pulley 54" dia. 21" face 3½" bore, one split pulley 66" dia. 25" face 3½" bore, one pulley 43" dia. 15" face 4" bore, one single pair 9x18 Noye Rolls. Cockley Milling Co., Lexington, Ohio.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE: Second-hand Jewell Automatic Steam Engine, 20 h.p.; first-class condition. Price \$75.00 f.o.b. cars Hicksville, O.

ALSO Boss Car Loader (old style) \$20.00 f.o.b. Hicksville.
BEAR GRAIN CO. Hicksville, Ohio.

ELEVATOR AND MILL EQUIPMENT at sacrifice prices.

- 1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu. \$210.00
- 1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu. 275.00
- 1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour 220.00
- 1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour 250.00
- 1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr. 295.00
- 1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr. 120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

5 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump, Co.,

431-437 So. Clinton St., Chicago.

Established over 44 years.

MACHINES FOR SALE.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

FOR SALE—Two No. 3 Richmond improved close scourers, one No. 1 Richmond improved separator and six gray round reels. Wisconsin Milling Co., Menomonie, Wisc.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE.

- 1 35-h. p. steam engine, good as new.
 - 1 35-h. p. Power Boiler, first class shape.
 - 150 ft. chain with buckets attached, both in good shape.
 - 1 Cast Iron Boot with cog wheels for chain and buckets; also elytr. head with cogs.
 - 1 Car Loader in good shape. Have put in gravity loading spout.
 - 1 Invincible Dustless double receiving cleaner, in good shape.
 - 1 B. & L. Corn sheller, and cleaner combined, good as new.
- Connell & Anderson Grain Co.,
Bentonville, Ind.

- 1—16" B. B. Attrition Mill & Drive \$220.00
- 1—22" Ball Bearing Attrition Mill 210.00
- 1—24" Ball Bearing Attrition Mill 300.00
- 1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, ¼ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

ENGINES FOR SALE.

FOR SALE—One 10-h. p. gasoline engine, second hand; cheap. If interested, write W. D. Wilson & Co., Lapaz, Ind.

FOR SALE—Very cheap, 1 25-h. p. steam engine, 1 3-h. p. Olds Gasoline engine, new. H. Murray, Goodland, Ind.

FOR SALE—\$5-h. p. two cylinder Rathbun-Jones vertical gas engine; in fine condition; a real bargain. Baker Bros., Toledo, Ohio.

FOR SALE—1 second hand Nash gas engine, 20-h. p. Also Foos gas engine, 11-h. p., both in running order. Wm. Gaertner & Co., 5345 Lake Park Ave., Chicago, Ill.

FOR SALE St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

FOR SALE—40-h. p. Type "N" Fairbanks-Morse gasoline engine. Complete with friction clutch pulley, power water pump, 100 gal. gas tank, pipe and fittings. Putting in motors. Bargain. Baker Elevator & Mill Co., St. Francisville, Ill.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.
McClinton & Co., wholesale, export & import.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

American Mutual Seed Co., field seeds.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.
ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.
Hirsch, Henry, clover, alsike, timothy, alfalfa.
The Toledo Field Seed Co., clover, timothy.

If you have a good thing

**Tell the Grain Dealers—
They'll do the rest—**

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

CORN AND OATS wanted. Quote best prices on Corn and Oats delivered our station, carload lots, also ear corn. Horn Bros. Co., Monroeville, Ohio.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

SUNFLOWERS

For Mixed and Poultry Feeds. Car lots or less. Write us.

SOUTHEAST MO. GRAIN CO.
MALDEN, MO.

In the American producing district.

THE
ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

Farm Seeds WANTED

We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers, mixed—also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. No lot too small nor too large. Address Hyde Seed Farms, Pattonburg, Missouri.

SEEDS WANTED.

MILLET WANTED—Hog and Early Fortune. P. L. Zimmermann Co., St. Louis, Mo.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

CRAVER-DICKINSON
SEED COMPANY

Buffalo

Binghamton

Buy and Sell

TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN

THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO

CLOVER

ALSIKE TIMOTHY ALFALFA

Samples, prices and our market letter upon request. Cash and futures.

FARMER SEED & NURSERY CO.

FARIBAUT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

SEEDS WANTED.

WANTED good rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WANTED—Sudan Grass Seed. Will buy car loads or less pure seed. State quantity you have and price wanted. Address Price, Box 8, Grain Dealers Journal, Chicago.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

EXPORTERS and IMPORTERS
Ask For Prices
RED CLOVER
ALFALFA
WARF E. RAPE
WHITE CLOVER
LSYKE
ANER
NATURAL GRASS
ENGLISH RYE
RED TOP
83-85 Water Street
NEW YORK CITY
I. L. RADWANER

Field and Grass Seeds

TIMOTHY A SPECIALTY

Buyers of what you have to sell and sellers of what you have to buy.

AMERICAN MUTUAL SEED CO.

43d and Robey Sts., Chicago, Ill.

WE BUY AND SELL

FIELD SEEDS

Ask for prices or mail us samples for bids

STOECKER SEED CO.

PEORIA, ILL.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Milwaukee Seed Company



WHOLESALE SEEDS

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—New crop Timothy and Red Top Seed in car lots. Ask for prices and samples. J. M. Schultz, Dieterich, Ill.

FOR SALE—Black Hills Alfalfa seed. Price and sample on request. Brookside Farm, Buffalo Gap, S. Dak.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices. HENRY LICHTIG & CO., Kansas City, Mo.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3½ x 6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL.

305 S. La Salle Street, Chicago, Ill.

SEEDS FOR SALE.

SUNFLOWER SEED carlots and less. Eberts Grain Co., Nabb, Ind.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

THE HORN BROS. CO.

(Incorporated)

MONROEVILLE, OHIO

In the market for shelled and ear corn, also oats. Quote delivered prices.

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

MINNEAPOLIS SEED CO.

DISTRIBUTORS



FIELD SEEDS

TIMOTHY and MILLET Our Specialties

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

CLOVER WANTED

Mail samples of identical lots

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

FOR SALE—Hog and Golden Millet, car lots. John E. Speltz, Venango, Neb.

WANTED to buy Mammoth Clover seed. Send prices and samples. J. W. Richards, Ferris, Ill.

WRITE US for prices on black amber cane. We live where it grows. Sharp Bros., Healy, Kan.

SUDAN SEED—I have a carload of pure home grown Sudan seed for sale. 12½c lb. J. C. Burns, Lubbock, Tex.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

Immediate Shipment

NEW CROP CRIMSON CLOVER

Sand, Winter or Hairy Vetch

Dwarf Essex Rape

Fancy Grasses

WM. G. SCARLETT & CO.

Wholesale Seed Merchants
and Importers

Baltimore, Maryland

Send us samples new crop Red Clover, Alfalfa, Alsike, Timothy or seed grain from your vicinity.

FIELD SEEDS GRASS

Poultry Feeds

Timothy

Clover

Alfalfa

Millets

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

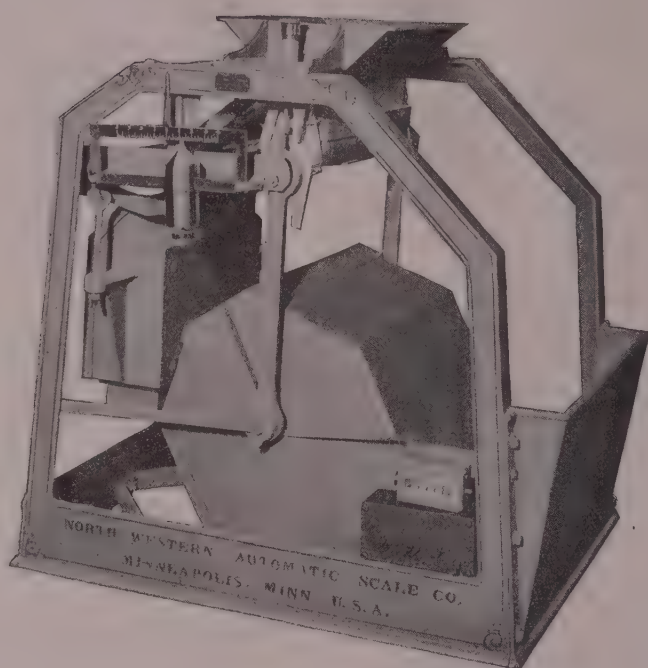
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[Incorporated]

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, OCTOBER 25, 1916

SINCE THE price of corn passed \$1, the King of the farm has refused to wear his old crown and insists upon having a brand new one constructed of polished shrapnel.

CORN FROM THE Argentine is reported to be arriving at Peoria in sufficient quantities to make many corn growers wish that the duty had not been removed from importations of this cereal.

JULY delivery 35 cents under May is an abnormal situation showing what may happen to holders of wheat on margins if the support of the market should be suddenly withdrawn by a peace that opens the Dardanelles.

EMBARGO talk by bakers and consumers leagues is gotten into print by the one to excuse a raise in the price of the loaf and by the other for the sake of cheap notoriety. The bakers know better, and the agitators do not care to know. Senator Elihu Root, one of the best constitutional lawyers in this country, effectively disposed of the embargo question a few weeks ago when he said "The President has no authority to put an embargo on grain exports."

THE MOVEMENT of each kind of grain to your station from the farm and from your station to the central market is always of interest to other dealers. Reports of this character are always welcome and we hope to have more of them.

THE PROMULGATION of new rules to govern the grading of corn after Dec. 1st, 1916 by the Department of Agriculture, does not, in the opinion of the officials of the department, effect any change in the grade or quality of corn deliverable after Dec. 1 on contracts entered into prior to Sept. 1st, 1916. The opinion of the department is published in full on page 675 of this number.

SHIP BUILDING in American yards has developed so wonderfully without government aid during the past year that the tonnage now under construction is about equal to that under construction in Great Britain. Unfortunately many of the new American built ships will fly foreign flags because compliance with the laws applying to American registered craft makes operation more costly than in the case of vessels flying the flags of Japan or the European nations.

OVERBUILDING OF grain elevator facilities at any station is always regrettable and one very unfortunate feature of the practice is that while one firm or company is generally to blame, all the owners of elevator property at the station must suffer. Our attention was recently called to an Illinois station already blessed with four good elevators, which thru a split in the co-operative company suddenly became the possessor of a fifth large elevator. Any two of the houses could easily handle the grain marketed at the station, so that the other three represent not only an economic waste, but stand as a guarantee of perpetual wasteful business methods at that station.

A MICHIGAN DEALER who has scoop shovel competition at two stations, complains that he is called upon to pay taxes, support the schools, the local government and make contributions to charity while the scooper does nothing for the community. If the community was considerate of its own interests and fair to the established merchants, it would levy a prohibitive license upon transient fakers and traveling peddlers. The railroads could also encourage the building of permanent bulk handling facilities for grain by refusing to grant cars for the shipment of grain unless the commodity to be shipped be ready in carload lots for loading at the station where car is wanted. Some railroads who were averse to having their cars used for warehouse purposes, have taken this stand, to their profit and the defense of the man who had his capital invested in permanent grain handling facilities.

THE CHAMPIONS of last spring who made so many urgent demands for holes in the roofs of box cars for loading grain without shoveling, will be pleased to hear that the Kansas originator of this idea welcomes the introduction of covered coal cars as the realization of his ideal car.

SHINGLE ROOFS are being attacked from many different sides by both elevator owners and elevator builders, and it would seem that if the agitation against this old time fire trap is persisted in, the mutual insurance companies specializing in acceptable elevator risks will not long be called upon to write insurance on elevators covered with wood shingles.

FERTILIZERS for the grain crops are likely to be in greater demand than ever, and dealers in grain who are in a position to add this as a side line will find it profitable to get into touch with the leading manufacturers, who are willing to co-operate by posting the dealer on methods of pushing this line. At present prices of grain all growers will find fertilizer very profitable.

CARRIERS are awakening at the eleventh hour to the necessity of providing more cars by the construction of new equipment. The past month has seen the first large orders for more than two years past for the building of cars and if the good work is kept up we will have enough cars by October, 1917, to move the next crop. Altho cars cost much more to build now than three years ago one reason for the activity in this branch or equipment is the increased earnings of the carriers. The surplus earnings of the Chicago & Northwestern the past fiscal year were \$6,000,000, against only an odd \$100,000 the preceding year. The plea that they were unable to borrow money with which to buy cars no longer holds good.

CHANGES IN RULES governing the grading of grain are generally discouraged because changes make for confusion of the traders. One of the best suggestions of the Baltimore convention came from the Committee on Uniform Grades and was to the effect that the National Association should maintain a standing committee charged with receiving recommendations for changes in grades, and for taking up the proposed changes with representatives of different sections of the trade to the end that ill-advised or impractical recommendations should not be sent direct to the Department of Agriculture without the official endorsement of the trade. The establishment of such a committee would give the Department a recognized trade agency for collecting and collating the views and opinions of the different sections of the trade with the assurance that the suggestions would intelligently reflect the sentiment of the trade.

CONTRACTING CORN from farmers with that cereal around the \$1. level is about as hazardous a practice as the grain shipper could find. The part of wisdom is to contract only in writing and with farmers who are able and willing to deliver, and to protect such contracts against loss by an appropriate hedge.

THE FREIGHT CAR shortage has resulted in so many protests and petitions being filed with the Interstate Commerce Commission that finally it has undertaken an investigation of the existing shortage, in the hope of finding some means of relief. If the eastern railroads would provide large elevators at their terminals, it would be possible for them to release many cars of western roads now held for warehousing grain.

RUMORS TO THE effect that the Canadian government would commandeer the entire wheat crop of that country has resulted in most grain dealers becoming afflicted with faint heart. The persistent circulation of such rumors in any country will be likely to act as a strong bear influence and force all dealers to work on a much wider margin than they could afford in days free from the danger of commandeering. This is one more factor helping to bolster up the price of wheat.

STATE CROP REPORTS, according to the National Association's Crop Report Committee, should be issued on the same date each month, so that all of these reports may be considered in their relation to the entire grain producing area. These reports are often of great interest to persons outside of the state. It is to be regretted that the recommendation of the Committee was not placed before the convention in concrete form so as to gain the sentiment of the trade and possibly to secure the issuance of the reports early each month, so that they could be considered in conjunction with the federal crop reports. The suggestion is one worth trying.

NATURAL SHRINKAGE is losing ground, altho stubbornly defended by the railroad companies. The latest victory to fall to the lot of E. P. Smith, the Von Mackensen of the Omaha Grain Exchange, is the order given by the Railroad Commission of Nebraska, Oct. 14, directing the Burlington Road to cancel its natural shrinkage rule. Fearing that this ruling presages a decision against them by the Interstate Commerce Commission in the reopened Crouch case the railroad claim agents are scurrying about the country looking for evidence that may bolster up their defense. Indefensible in Nebraska, this arbitrary deduction from the weight of shipper's grain is wrong in every state. To have this rule wiped off the tariff schedules of all roads the shippers must keep up the fight.

COOPERING cars carefully to guard against leakage pays better than ever at the present prices of grain. Cars tendered by the railroad company as fit for grain loading should be examined with unusual care before entrusting this valuable commodity to any old box.

CHEAP REINFORCED concrete structures are not desirable even tho they may be obtained at a very low first cost. A grain company at Beaver, Okla., tried storing real grain in one of these structures recently, but it seems the contractor had not taken into consideration the lateral stress of grain, hence the side of the bin burst out and permitted the grain to run all over the surrounding landscape. The reinforced concrete grain elevator is very desirable, if properly built, but if not amply reinforced or if the material used in the mixture is defective, the entire investment may be wasted.

LABORATORY methods of flour manufacture by the North Dakota professor are not a fair basis for the denunciation of millers who can not use low grade wheats in plants adapted to grind the good wheat of an ordinary season. To get the small amount of flour out of a thin, shriveled berry, the miller must lengthen his reduction processes, taking more power and reducing the daily output of his mill. It takes twice as many bushels of this year's poor crop to make a barrel of flour, and the miller gets as much feed as flour. The margin of profit on a barrel of flour is only a few cents; and the foolish miller who undertook to pay anywhere near as much for poor wheat as for No. 1 in a few months would find himself minus cash, minus mill, and unable longer to pose as philanthropist.

FIRES—The news columns of this number of the Journal contain the reports of 17 elevator and warehouse fires. In 11 instances the amount of the loss is mentioned, these 11 totaling nearly a million dollars. It is regrettable that this amount of money should be withdrawn needlessly from the trade within the short period of two weeks; the causes reported indicate that in nearly every instance the fire could have been prevented. Some of the causes are boys playing with fire near the plant, hot box in machinery, lightning, incendiary, sagging due to overloading of the plant with a resultant cramp in the elevator leg, and sparks from a dump fire and a tractor engine. The matter of fires is one place where the true spirit of co-operation would work wonders. Each elevator operator must realize that he is not only losing money himself thru tolerating fire hazards but is forcing the mutual fire insurance companies to charge his brother dealers a high enough rate to overcome his own negligence.

WEEVIL ARE reported to be causing much more damage than usual to stored grain, hence it behooves country elevator men to keep a watchful eye on their stored grain and turn and blow any lots found to be infested with this pest. By turning and blowing grain on a cold day, most of the live weevil can be removed, but a warm spell will soon hatch out a new brood. Watch out!

SCREENS OVER elevator windows not only protect the windows from stones thrown by naughty boys, but also keep pigeons and sparrows out of the building. It would seem necessary, however, for elevator owners to forbid screens being extended to the bottom of the window, as it then affords a ready lodging place for dust. This dust provides a welcome nest for stray locomotive sparks. The Peoples Elevator at Hillsdale, Wyo., which burned recently, had its windows protected with a fine mesh screen, and the dust on the window sill is credited with having helped the spark to fire the building. If screens were raised slightly above the window sill, dust could not accumulate.

A CORRESPONDENT OF the National Stockman & Farmer is much elated over his success in ventilating his corn crop thru the use of A-shaped ventilators formed of wooden horses built about 3 ft. high and 2 ft. wide at the bottom, which are placed on the floor of the crib lengthwise, and crosswise of the crib when the grain gets more than four feet deep. This device was invented by N. S. Beall of Tama, Ia., some years ago, and has greatly improved corn wherever the ventilators were used. Dealers storing frosted or damp corn should see to it that their cribs are well ventilated, especially where the cribs are very wide or deep. The Beale ventilators are inexpensive, but a very profitable investment.

GRAIN STORED by farmers with country elevator operators who became bankrupt before paying for the grain, has in several instances been paid for by the terminal market receivers who bought the grain; in other words the receivers were required to pay for the grain a second time, because the stored grain was traced directly to them. If many more cases of this character come to light, receivers will soon be asking that the shipper establish his title to the grain before being paid for it. Of course those who maintain their elevator for the handling of their own property will be free from the suspicion of shipping grain which does not belong to them. The new developments in the receiver's liability for the value of stored grain received is sure to cause considerable uneasiness in all terminal markets drawing from territory where the storage habit is in vogue.

The High Price of Bread.

The prevailing high price of wheat is of such far reaching effect upon the business of the grain dealer, miller and baker that they as well as the consumers are intensely interested in the causes directly responsible for the existing abnormal price level and the length of time which it will continue. Wheat is a world commodity, and according to the International Institute at Rome the world's crop is 7% below the average, and the wheat crop of European importing countries is so much below the average that the governments at war, and Great Britain in particular, are quite nervous regarding the future source of the countries' bread supply.

So long as North America produces wheat in excess of its home needs the market value of its crop will be controlled largely by the value of its surplus in the importing countries of Europe. The spring wheat crop is threshing out so much less than reliable authorities had given the trade to expect that traders are naturally fearful lest we export more wheat than we can spare. Hence the persistent demand for an embargo against further exports.

While European demand and North American supply are the principal factors in the present price of wheat, still the unfavorable crop conditions prevailing in the Argentine and the lack of sufficient shipping facilities to land quickly Australia's surplus in Europe, as well as the dangers of the sea, assist greatly in swelling the price of wheat in North America. Our enormous imports of gold have resulted in such inflation of our money market as to swell the price of all commodities.

The scarcity of all labor which has to do with wheat on its way from the producer to the consumer, and the resulting high wages, contributes its share to the abnormal cost of bread. The unusually short crops of the importing countries of Europe, together with the increasing hazards accompanying the importation of breadstuffs by Europe, forces everyone identified with the trade to work on a wider margin in order to maintain the usual degree of safe dealing. The short yield and the very inferior quality of spring wheat of the 1916 crop makes it necessary for millers to grind double the amount of wheat usually needed to produce a barrel of flour. This greatly increases the cost of production and more than triples the percentage of waste.

The many unusual factors entering into the breadstuff trade forces every dealer to approach each large deal with more timorous misgivings than ever before. These uncertainties will continue to threaten the market and boost the price until car famines, embargoes, submarine blockades and rumors of governmental

commandeering of breadstuff supplies are a thing of the past.

Casualties.

A fall from the roof of an elevator. where he had climbed to remove a rope left by carpenters, killed a 17 year old employe at Paxton, Ill. The boy fell 75 feet and was crushed.

A broken neck, jaw and leg caused the death of an employe in an elevator at Lenora, Kan. Tho there was no positive evidence that he had come in contact with the machinery of the plant the indications pointed strongly to the deadly work of a protruding set screw.

A falling timber struck one of the workmen at a malt house in Waterloo, Ia., and tho he was not killed, a 4 inch scalp wound was inflicted.

Must Disclose Business Secrets.

From time immemorial grain receivers and jobbers have striven to prevent the disclosure of the origin of grain handled by them. Their competitors have vigilantly applied themselves to the discovery of the source of shipments, in the hope of capturing a share of that business for themselves. Some buyers of the consuming territory have also tried to go around the middlemen to the original shipper, in the vain hope of saving one middleman's profit. This practice has been so firmly established in the trade, it is but natural that both receivers and jobbers should look askance at any new regulation which shall require the posting of the name of shippers of interstate grain inspected by a licensed inspector of the Federal government, or any regulations which shall require the name of the shipper to be inserted in the official certificate of inspection.

While it is not certain that the disclosure of this information would be used to the disadvantage or loss of receivers or jobbers, still all have serious misgivings regarding the ultimate result. It would not seem necessary to the certification of the quality of any shipment of grain that the name of the shipper should always be the one given in the certificate, because the inspection might be ordered in the name of a central market receiver or jobbing distributor, as the case might be.

If the disclosure of this information means as much to all receivers and jobbers as some representative men of this class seem to think, then they should promptly suggest ways for overcoming the feared difficulty, before the new rules and regulations for the administration of the Grain Standards Act are finally adopted. Those unable to attend the hearing in Washington Oct. 27th can secure consideration for any suggestions they have to offer by promptly forwarding them to the Chief of the Bureau of Markets of the Department of Agriculture.

The Natural Shrinkage Dockage.

A Kansas contributor to this number calls attention to the fact that the U. P. R. R. is no longer docking shortage claims to allow for so-called "natural shrinkage," even tho its claim agents persist in the pernicious practice of demanding that shippers amend their shortage claims so as to allow for the scheduled dockage.

It has been well established in many suits that grain does not shrink by rule. The age of the grain, the distance it is shipped, the conditions under which it is loaded, as well as the percentage of moisture content at time of harvest, are variable factors which must be taken into consideration, in order to determine the actual amount of shrinkage possible on any given shipment. The perverse persistence of the claim agents in attempting to enforce this dockage for so-called "natural shrinkage" lays the railroads open to the charge of dull stubbornness. Different courts have held that if any dockage is to be made on a shipment of grain by reason of its evaporation or natural shrinkage in handling, then it is up to the carrier to prove that the shipment under consideration did actually shrink.

Oats of the 1915 crop were very damp and heavy and shrank materially when run thru a drier, but most of the oats of the 1916 crop are so dry and brittle they could be stored in the tropics without danger of heating, yet the railroads would have the shipper believe that the loss from evaporation in a shipment of last year's oats would be no more than of this year's oats. Any rule which attempts to enforce such fallacious ideas is unfair and inequitable, and no just judge will lend a hand in enforcing it.

EIGHT CARS of western oats are reported to have been seized in Baltimore yesterday, on account of what the Bureau of Chemistry deems an unreasonable artificial admixture of moisture. If operators of purifiers would cool and dry their oats after bleaching them with steam and sulphur fumes, enough of the moisture could be removed to insure their being shipped in interstate commerce without interference from those intrusted with the enforcement of the Pure Food & Drugs Act. Operators of bleachers can have their shipments relieved from the surveillance of the Department's inspectors by securing the adoption and promulgation of rules governing the grading of bleached oats, so that purified oats can be classified in accordance with the percentage of moisture contained. This would insure purified oats being graded according to their quality and moisture content at point of origin, and inasmuch as there would then be no deception practiced upon the eastern buyer, the western shipper would take greater pains to reduce the moisture to a safe shipping basis.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Thinks Some Grain Buyers Selfish.

Grain Dealers Journal: It is often seen how selfish some grain buyers are; they are not satisfied with a fair business, but will over-grade and under-dock their competitors, and try to get all the business for themselves, even when they lose money by so doing.

A selfish neighbor is miserable, makes the community in which he lives miserable, and is of no help to anyone. Work of all kinds done right and honestly brings greatest profit and happiness, and wherever all parties work in harmony there is where one finds prosperity.—Subscriber, Carbury, N. D.

Doors in the Roof a Reality.

Grain Dealers Journal: My dream has come true; the Santa Fe Ry. is now using steel coal cars for hauling grain, these cars being provided with four doors in a temporary roof so loading may be done without scooping. This idea of doors in the roof originated with me, and I believe it will save elevator men from scooping grain to the ends of dirty and dusty cars. It must be a good system or the largest railway in the world would not have adopted it.

The Union Pacific is supplying temporarily covered steel flat cars to those who wish them. In these, also, four doors have been provided in the roofs so that it is necessary only to place the grain spout thru one of the doors and load by gravity. No scooping, no dust chills, and no eating of dirt.—Percy Reed, Ada, Kan. (The "Guy" Who Put Doors in Box Car Roofs.)

U. P. R. R. Does Not Ask Dockage to Allow for Shrinkage.

Grain Dealers Journal: Claims placed with the Union Pacific, and particularly on shortage of car of corn originating at Verdi, Kans., destined Denver, Colo., and on which the Union Pacific requested authority to amend claim, allowing $\frac{1}{2}$ of 1% for natural shrinkage. We gave them authority to amend our claim, but we have since received their draft for the full amount of the claim as originally presented.

On Oct. 2 we placed claims for shortage of wheat on two cars from Wilson to Manhattan, allowing $\frac{1}{2}$ of 1% for natural shrinkage, but they paid these claims in full amount of shortage.

On shipment from Monument to Manhattan, we allowed $\frac{1}{2}$ of 1% for natural shrinkage, the Union Pacific paid this claim in full.

What their intentions are in future we are unable to say, but it is the only line which has been asking this allowance and it seems from this that it is not now taking it, consequently we shall cease making the allowance of $\frac{1}{2}$ of 1% on future claims which we present to the Union Pacific.—Yours truly, Salina Produce Co., per C. D. Houghton, Traffic Manager, Salina, Kans.

Asbestos as Lightning Protection.

Grain Dealers Journal: In the Journal Oct. 10, page 619 we note the question whether asbestos siding is a protection against lightning, and we are pleased to report an experience we had in this line.

Our gasoline house was built of wood with asbestos and iron on the outside. It was struck by lightning with the result that the inside was completely burned. The lightning also struck the engine house, but did no damage.—Magnus & Noyes, Starkweather, N. D.

Overbidding and Advancing Money.

Grain Dealers Journal: The cutthroat competition common at the country elevator, such as overbidding and overgrading, never brings permanent gain to the grain dealer or satisfaction to the farmer.

Another bad practice is loaning money to the farmer. It is not pleasing to play banker for the farmers by advancing money without interest and letting them haul the grain to suit themselves.—L. F. W. Horstmann, mgr. Farmers Grain, Coal & Live Stock Ass'n, Glenvil, Neb.

Scoopers Bad Competition.

Grain Dealers Journal: The scooper is a bad competitor. It is hard to do business against a firm that has an expense of only \$2 a day for a man. We build good roads for the farmer and pay big taxes and make many donations. Consequently we can not work for \$2 per day.

We have this competition at two stations, financed by the same company, that other regular dealers over the state complain against.—B. E. Cadwell, Stanton, Mich.

Asbestos Siding a Lightning Conductor (?)

Grain Dealers Journal: We will be glad to give you what information we can regarding the damage to our new asbestos covered elevator. We will also be interested in knowing whether in this case the slight damage resulting was one of the freaks of lightning or whether there is some logical reason for it.

Our elevator was built this summer, and covered, both sides and roof, with H. W. Johns-Manville asbestos roofing and siding. Shortly after it was covered it was struck by lightning just under the cornice (which is metal) at almost the center of the long side of the cupola. The lightning broke out a piece of this siding about 10 inches in diameter and almost round. Absolutely no other damage of any kind whatever could be found on the building, no burned marks, or split timbers, not even the $\frac{3}{4}$ W siding was split. It cost us \$3.30 to repair same, the most of the cost being represented by the time it took to get at the place to fix it.

We naturally wondered how this could have happened and not set fire to the building, or at least split or scorched some of the timbers close to where the lightning struck, but could figure out nothing unless the siding was a conductor of electricity. We then took six new dry cells, connected them up to a Pfanstiehl vibrator coil, and drove the current into a strip of the siding. While it would not conduct the current as well as steel one could feel quite a current. We arrived at the conclusion that it is enough of a conductor to distribute the current pretty well over the building and thus

prevent the full force doing the damage at the point where it struck, that it would otherwise have done.

Trusting this may be of interest to you, as well as to others who may contemplate covering their houses with this kind of material, we are, Yours truly, Bluff Springs Farmers Elevator Company, By C. W. Parry, Manager, Bluff Springs, Ill.

Never Contracts with Farmer.

Grain Dealers Journal: The Journal of Oct. 10 contains the account of one grain man who lost money by contracting with farmers. I would like to give this man a little advice, altho I see the same advice in the Journal from time to time. In the 30 years which I have spent as a farmer and grain dealer I have never contracted for one bushel of grain in advance. Tho I have bot under severe competition I have managed to hold my end in the long run.

My advice is—do not contract for future delivery; when the grain is delivered pay for it, and there can be no complaint. You know how much grain is tributary to the elevator and that it must eventually come to market. Give it time, but do not get excited if a competitor happens to get a few bushels more some days than you do. You may get the lion's share the next day.—Ole Wennevold, Flaming, Minn.

Unlawful Tariff Agreements of Rail Carriers; Dockage for Shrinkage.

Grain Dealers Journal: I have often heard the assertion, "We simply met the short-line competition," or, "The rate is unreasonably low, forced by short-line competition." Are these real, substantial facts, or are they simply subterfuges behind which the officials take refuge when the rate is attacked?

It occurs to me that, since the large proportion of the rates, affecting several lines in a given territory, are the result of some conference, attended by the traffic officials of the various lines interested, the phrases above quoted are false.

To say that, in rate conferences where three, four, or ten lines represented are interested, one line or two or three lines, forming a through route, were permitted to predominate and fix charges for other lines, is preposterous and almost inconceivable. To say the least, actions of this character would be the exception rather than the rule. Take as a basis of reasoning the Western Trunk Line Ass'n or the Central Freight Ass'n. Can you imagine that the short line is always the basis of fixing rates, or is it more reasonable for a satisfactory agreement to be reached that would be acceptable to all lines interested in the particular traffic involved?

Take, for instance, three lines extending from Kansas City to Little Rock—the Rock Island, Missouri Pacific and the Cotton Belt (Frisco origin)—and that the Missouri Pacific is the short line. What line is going to establish the rates, and what will be the extent of the influence by the other lines? It must be considered that these same lines are interested in traffic at other competitive points when one of the other lines is the short line, or the "rate-making" line. Under such conditions will either point of destination get the full benefit of its geographical location and the rate it is justly entitled to? Will these traffic heads say, "Scratch my back and I'll scratch yours"? So surely as the rate is attacked you will hear that familiar phrase, "That rate is low, unrea-

sonably low, forced upon us by the short line." The short line will take occasion to recite the history of rates for the past century and meekly admit that it made the rate that is reasonable and that it was severely importuned by the various interests to establish it and, if anything, the rate is too low. To be sure, he is sincere because he has recited it so much that it would be imprudent even to suggest he is wrong.

Then the burden of proof shifts and it is up to the complainant to establish, as best he can, the unreasonableness of the rate—he must depend largely upon records made by these same traffic officials to make his case, especially where rates are compared, and this often proves to be of no value because we have "dissimilar circumstances," "different transportation conditions," "potential water competition," and a thousand other excuses or defenses.

The Commission cannot be blamed—it must be guided by the record in the case. It is no fault of the com'n if a novice tries to cope with an expert. What the novice needs is some substantial facts regarding the rates in their inception—why they were established and under what conditions. I am of the opinion that if these traffic officials really had the burden of proving the reasonableness of their rates, instead of the public proving the unreasonableness of them, there would be an entirely different decision in a good many cases.

Should all the meat packers, sugar refineries, or the like, meet for the purpose of fixing rates or prices, or forming trade rules to govern all, what would happen? Such a roar would immediately arise that it would be heard from coast to coast and those guilty of such infractions of the law would be hauled before a court of justice. But, on the other hand, these public service corporations are permitted to hold conferences in peace, fix rates of transportation, and adopt rules and regulations for the guidance of all, without

the least restriction, except that their acts may be finally reviewed by Court or Commission and set aside. It seems that it is presumed that they have acted for public good, while with the private corporations it would be a monopoly and unlawful, no matter how much good might follow. Free and untrammelled competition in one case is absolutely demanded, while in the case of the carriers it is obviously the purpose to suppress it.

These rate conferences are of a private nature and are participated in by the carriers alone. It is my thought that they very materially affect the public and that there should be some means provided whereby some complete record of all business transacted be kept under the supervision of the Interstate Commerce Commission and a copy of the transcript or record filed with the Commission for reference and for the information of the public. Whether it be rates or regulations, they are of a general character and so affect the public.

The Western carriers recently adopted a rule requiring an arbitrary deduction of one-fourth of one per cent on corn and one-eighth of one per cent on oats from all claims filed for shortages of such grains, to cover an imaginary or supposed natural shrinkage. Here we had concerted action and a flagrant combination in an attempt to limit liability against all law and reason and depriving persons of their property without due process of law. The lines interested will adhere strictly to the rule that they have in conference agreed to incorporate into their tariffs and so long as it is in the tariff they can not do otherwise; but the rule is unlawful and unjust and therefore should never have been incorporated in the tariffs. It will be, at the end of a lot of useless and expensive litigation, that this is again affirmed and determined and in the meantime the shipping public may wait and suffer. Not all the shippers will be sufficiently interested to bring

suit to recover and quite naturally all will not get what is justly due them and which will have been unlawfully taken from them, while, on the other hand, the carriers will have been unlawfully enriched.

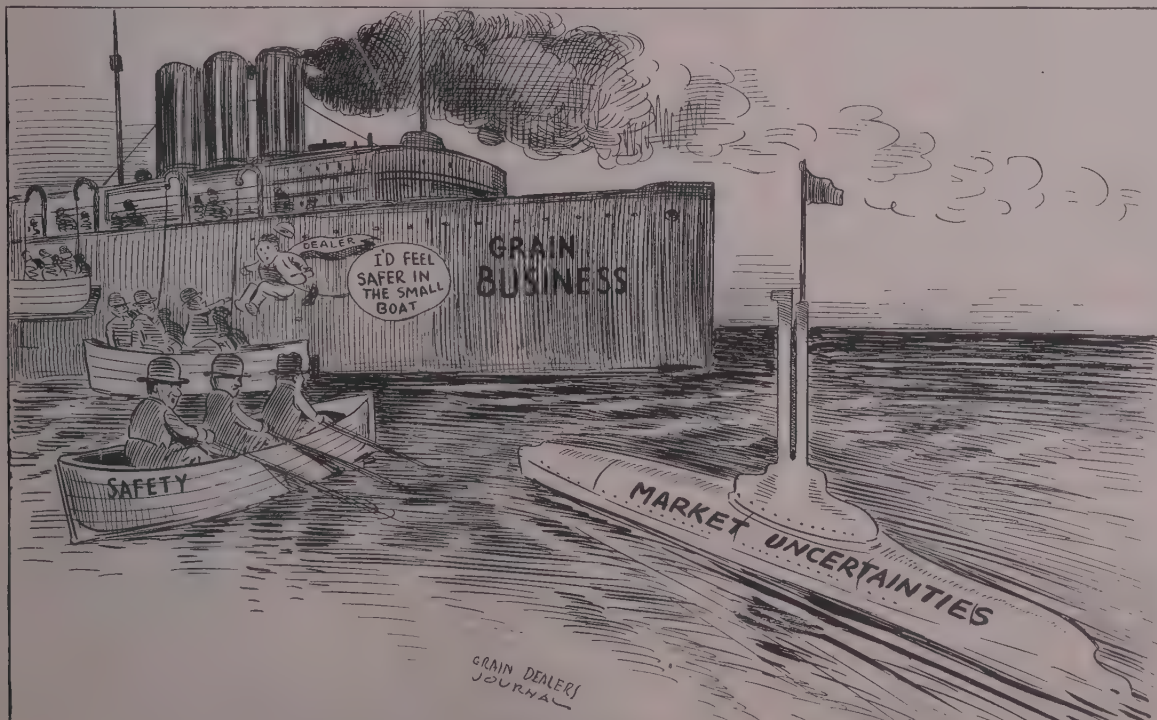
Both Federal and State courts as well as the Commission have had this matter before them. In the courts the rule has failed to stand the test. The Act to Regulate Commerce as amended declares it unlawful, but, as it stands, it is a provision in the tariff, which the carriers must observe, and the result is a multiplicity of suits.

I believe that a great deal of good is derived from these conferences for carriers and public alike; but it is only natural to assume that in matters affecting both carriers and public so materially the carriers should look to their own interests first and it is possible they would see the interests of the public in a different light than they really are. For this reason the public should be represented and given the benefit of the "whys" and "wherefores" of each and every rule or rate adopted, not being made to wait for the Commission or Court to review the matter upon complaint and place upon those interested the burden and expense of proving the reasonableness or unreasonableness of such acts of the carrier.—Sincerely yours, G. F. Williams, Traffic Manager, Little Rock, Ark.

THE BOARD to investigate the eight-hour law has been appointed by President Wilson and is composed of Major General George W. Goethals, until recently governor of the Panama Canal Zone, who will act as chairman; Edgar E. Clark of the Interstate Commerce Commission, and George Rublee, a member of the Federal Trade Commission.

Coming Conventions.

Nov. 3.—Ohio Grain Dealers Ass'n at Columbus, O.



The Submarine Fever is Driving Cautious Dealers to the Small Boats.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

New Federal Law on Grading.

Grain Dealers Journal: Where can I find a copy of the new federal law governing grading and testing of grain that will go into effect Jan. 1?—Theo. G. Oelke, mgr. Dan Vollmer, Anadarko, Okla.

Ans.: A copy of the law will be found on pages 220-221 of the Journal for Aug. 10 and of the grade rules on pages 409-410 of the Journal for Sept. 10. Regulations for the enforcement of the act will be promulgated soon after closing the hearings which the Department of Agriculture is holding in different cities.

Trading in Grain Privileges.

Grain Dealers Journal: I have had numerous inquiries about trading in grain privileges and while I have explained them to the trade they would like to know if there is anything in printed form explaining such trading. We have never seen anything along this line but it seems everything else regarding option business has been printed or put out in some form or other.—C. L. Scholl, Hastings, Neb.

Ans.: Transactions in privileges are not officially recognized on the grain exchanges until the option has resulted in a trade for future delivery, when it goes thru the clearing house. Usually puts and calls are sold good until the close of the following day, and if the price of the future closes lower than puts or higher than calls actual transactions for future delivery must result.

A privilege always has a time limit. Sometimes they are sold during the day good only until the close of the same day, their life being only an hour or two. Sometimes they are sold good only until the opening of the market next day; sometimes good for the week or for next week; and occasional trades are made in privileges good for a month or the life of the future.

The sellers of privileges are the experienced traders who have made a study of the business. The buyers are those who need them for protection against loss in some cash grain or future trade. Other buyers having no cash grain interest or future transaction in view buy them purely to gamble on the rise and fall, enticed by the possibilities of large profit on a small investment. During the past few months there have been days when the closing price of wheat showed a profit of 3 to 4 cents per bushel in privileges; on such days an investment of \$5 in puts and calls netted a profit of \$150 to \$200, without risk beyond the \$5 paid for the privilege.

Altho under the ban of the law in some states no moral turpitude attaches to trading in puts and calls. These options are on the same plane as options on real estate. The seller of \$25 worth of puts on wheat is in just as legitimate a business as the seller of \$25 worth of fire insurance on a building. For a cash consideration both are giving protection against loss.

Trading in privileges is profitable to the purchaser of puts and calls when there is good reason to anticipate an immediate drop or rise. Each individual has his own method of trading against privileges by the purchase or sale of the future delivery; and professional traders will resell privileges they have bot and have their own ways of hedging against loss.

In Minneapolis privileges are known by their correct name as puts and calls, at Chicago they are "bids" and "offers." An offer is a call, a bid is a put. One who has paid \$5 for a call on 5,000 bus. May wheat at, say \$1.50, has the privilege or option to call on the seller thereof for 5,000 bus.

May wheat at the close next day, if the price of wheat then be higher than \$1.50.

Thomas Gibson in his book, "The Cycles of Speculation," devotes a very illuminating chapter of 11 pages to puts and calls.

Where Is Longest Haul to Railroad?

Grain Dealers Journal: I would like to learn thru the columns of the Journal in what parts of the United States grain is hauled long distances to market, that is, to the railroad. What means are employed to haul it, and what is the cost of hauling by the most economical methods?—T. D. Forbes, Mortlach, Sask.

Digest of Illinois Law Regulating Country Public Elevators?

Grain Dealers Journal: Where can I find a digest of the Illinois statute authorizing the Illinois Public Utilities Commission to regulate country grain elevators that undertake to store grain for farmers?—J. A. Low, of E. W. Bailey & Co., Chicago, Ill.

Ans.: A digest of this law, prepared by Wm. R. Bach, attorney of the Illinois Grain Dealers Ass'n, was published in the Grain Dealers Journal Sept. 10, 1913, page 371.

Status of Minimum Weight Tariffs?

Grain Dealers Journal: In July protests were made against proposed tariffs of the railroads increasing the minimum weights on oats, effective Aug. 1. My understanding is that these tariffs were suspended, and I would like to learn their present status.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Fort Worth, Tex.

Ans.: These tariffs are still under suspension; and the Interstate Commerce Commission will hold a hearing on the reasonableness of the increase at Chicago, Oct. 30.

Book on the Grain Business.

Grain Dealers Journal: One of my friends who has a son he desires to enter the grain business after leaving college desires books giving all necessary information as to the workings of the different grain markets and the international grain trade. Are there such books printed in the United States?—Earnest Reiner, Ft. Worth, Tex.

Ans.: No comprehensive treatise has been published on the workings of the different grain markets and the international grain trade. The student will find a mine of information in the 179-page book by C. B. Piper, Winnipeg, Man., on "Principles of the Grain Trade of Western Canada," and the 300-page book by Hartzell-Lord Co., Chicago, on "The Functions of the Legitimate Exchanges."

War Affecting the Grain Trade.

No. 1 NORTHERN MANITOBA wheat was quoted at Liverpool on Oct. 16 at 15s 4d per 100 lbs., or approximately \$2.20-½ per bus.

THE DEPARTMENT for the regulation of Austria's food supply has been organized in the ministry of the interior under the presidency of Chevalier von Keller. The food department will not only provide and distribute suitable foodstuffs but will supervise prices.

THE IMPORTATION of wheat flour containing a 50% admixture of corn flour will be permitted into England, according to a dispatch from Great Britain recently. Heretofore all forms of war bread have been consistently opposed by British importers and bakers.

SEED GRAINS will be furnished to poor farmers by the Turkish government, according to the American embassy at Constantinople, which reports that the Ottoman Official Journal for Aug. 25-Sept. 7, 1916, contains a provisional law authorizing a special appropriation of \$1,980,000 in the budget of the Ministry of Commerce and Agriculture for the current fiscal year for this purpose.

GRAIN AND FLOUR IMPORTERS of England are feeling the burden of the war tax on excess profits, which has been increased from 50% to 60% this year. They are complaining that by reason of the violent market fluctuations which characterize the grain business, this tax is hardly fair to them, for if a firm succeeds in making good profits it has to give up over half of its earnings to the government, but the losses which are frequently sustained must be borne by the grain men just the same.

THE CONSTRUCTION and ownership of grain elevators in Russia by the government is now a settled policy of the country which is being pushed very rapidly. According to an official statement just published the number of elevators in the country had increased from 18 to 33 from Jan. 1, 1915, to Jan. 1, 1916, with a total capacity of 12,000,000 bus. According to the building program submitted by the State Bank, which was officially approved in July, 1915, it is proposed to construct 77 grain elevators, with a total capacity of 40,000,000 bus., but the full realization of this program will be possible only after the war. Meanwhile the State Bank is putting up only elevators of the larger type, with a capacity of 600,000 bus., in the important grain-growing centers, at points where the need of them is pressing. The State Bank encourages agricultural and co-operative societies and credit ass'ns to erect the necessary accommodation by offering to advance up to 90 per cent of the total cost to be repayable at the end of 10 to 15 years.

Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 23.	Oct. 24.
Chicago	159½	158½	158½	158½	157½	157½	163½	166½	169	169½	170½	174½	179½
Minneapolis	172½	170½	169	170½	168½	168½	174½	176½	179	180½	180½	185½	190
Duluth	171½	170½	169	169½	168½	167½	173½	176½	178½	179½	180½	183½	186½
Omaha	155½	154½	154½	154½	153½	153½	158½	161½	163½	164½	165½	168½	173½
St. Louis	157½	156½	156½	156½	155½	156½	161½	163½	166	167½	168½	172½	176
Kansas City	153½	152½	152½	152½	152½	152½	157½	160½	162½	163½	165	169½	174
Milwaukee	159½	158½	157½	158½	157½	157½	163½	166½	168½	169½	170½	174½	179
Toledo	165½	164	164	163½	163	163½	168½	171½	173½	174½	175½	179½	184
*Baltimore	167½	166½	166½	166½	165	165½	170½	172½	173½	175½	176	180½	186
Winnipeg	160½	159½	159½	159½	158½	158½	164½	167½	168	170	171½	175½	177½
DECEMBER CORN.													
	Oct. 10.	Oct. 11.	Oct. 12.	Oct. 13.	Oct. 14.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.	Oct. 20.	Oct. 21.	Oct. 23.	Oct. 24.
Chicago	77	76½	77	76½	76½	76½	78½	79½	82½	84½	87	88½	90
Kansas City	74½	73½	74½	74½	74	74½	75½	76½	79½	80½	82½	86½	87½
St. Louis	76½	75½	76	75½	75½	75½	77½	78½	81½	83½	85½	88½	89
Omaha	72½	71½	72	71½	71½	71½	73½	74½	77	79½	81	83½	85½

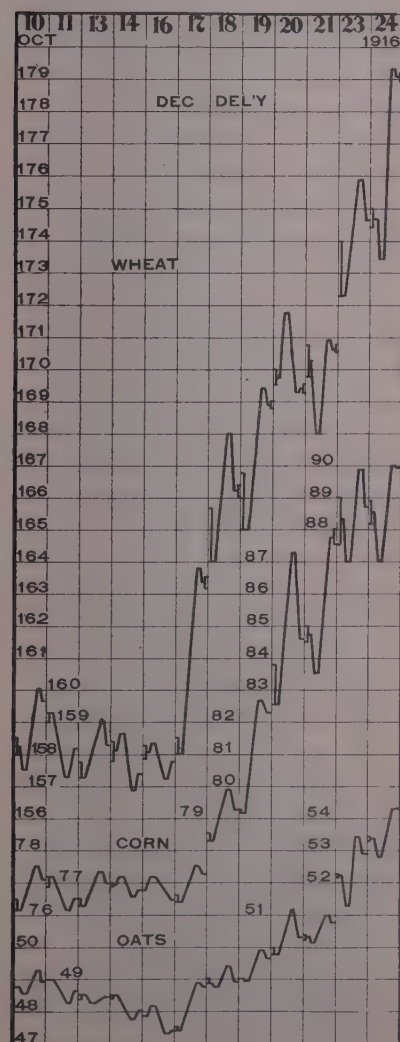
*October delivery.

GREAT BRITAIN does not have enough ships to do all that is required. About 50% of the shipping services of the Empire is now performed by neutral vessels, and we have to keep the neutrals coming to our ports. I am not prepared to be a party to driving them out of every one of our trades, and should be failing if I did anything which would drive these neutral vessels from our ports, thus depriving us of the supplies on which alone we depend for our Imperial existence.—Walter Runciman, pres. British Board of Trade.

THE TOTAL WHEAT HARVEST of the world is estimated by the International Agricultural Institute as 7% below the average and 25% below that of last year. This includes for the first time the crop of European Russia, which is estimated to be 20% less than that of last year.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for December delivery at Chicago for the last two weeks are given on the chart herewith.



Control of Wheat Supply for Allies.

The wheat business of the United Kingdom has been taken over by the British Government. Announcement of this fact was made Oct. 10 in the House of Commons by Walter Runciman, president of the Board of Trade, who said this decision had been made because it was evident the supplying and pricing of wheat for Great Britain could not be left to private enterprise.

The decision of the government provides that a royal commission be appointed to purchase, sell and control delivery of wheat and flour. General stocks will be imported in requisitioned tonnage at fixed rates. All existing contracts will be carried out. Individual business of English houses will be entirely eliminated and the houses will have an opportunity to do a pro rata business with the commission, if they care to.

Already a large quantity of Australian wheat has been purchased and the Australian Government will furnish government-owned ships for transport. The buying end of all existing contracts for sale of Manitoba wheat to the United Kingdom has been taken over by the English Government. This means sellers of Manitoba wheat in America will receive their pay in fulfillment of the contract from the British government.

This action places the British in the same position as the French, Dutch, Italian and Greek governments, and it is understood the new commission will operate in conjunction with the allied commission, which meets daily in London and had made purchases for England, France and Italy. This will mean that practically the entire importing business in wheat for the allies will be governmentally controlled and handled thru the present commission or a new commission.

New York exporters are of the opinion that this action will mark the end of direct export business to Great Britain, and that there will be only one buyer for the three countries. There is at present one other buyer, the Hudson's Bay Co., which has not considerable grain from time to time from this country.

There is a difference of opinion in this country as to what the result of the British action in supplanting private enterprise in purchasing grain will have on our export business. Some look for a lower range of wheat values in America, while others maintain that the domestic situation justifies present and higher prices. It is understood, however, that the British Government is taking over all ocean freight chartered prior to Oct. 9 and buying the grain on the c. i. f. basis, taking it over on the basis of the close for Oct. 9. Berth room freights to Liverpool and London are being taken over on the same basis, or 12d, which was about the market on that day. This relieves the situation as to freights and takes the uncertainty of the freight, or the wheat, out of the hands of the shippers.

The government is making a special low rate of 10 cents per bushel on wheat from New York to Liverpool, while the open market rate has been 28 cents.

No. 1 northern Manitoba wheat is selling above \$2.20 per bushel at Liverpool.

RESOLUTIONS demanding an embargo upon exports of wheat were adopted at the 12th annual meeting of the Wisconsin Master Bakers' Ass'n in Milwaukee, Oct. 11 and 12.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Mich. Centr. 88636 passed thru Dana, Ia., Oct. 22, via M. & St. L., leaking corn at end of car, which was badly bulged. No repairs made here.—Brenton-McColl Co.

P. S. 200643 passed thru Ryegate, Mont., Oct. 19, leaking wheat at doorpost. Train was moving so could not make repairs.—E. M. Wickstrum, mgr. Ryegate Elvtr. Co.

Mich. Cent. 46166 was wrecked at Bordulac, N. D., Oct. 18, and about 25 bus. of rye spilled out on ground. The remainder of the grain was transferred into 2 other cars.—R. Beckley, mgr. E. A. Roach Elvtr.

N. P. 38494 passed thru Emerson, Ia., Oct. 18, leaking wheat badly at doorposts.—R. A. James, of Gund & Sien.

Colo. & Sou. 12176 passed thru Powhattan, Kan., Oct. 16, leaking wheat over drawbar.—C. D. Kinnear, of Kinnear Grain Co.

N. Y. C. 109434 passed thru Superior, Neb., Oct. 14, leaking grain badly at door.—C. E. Shaw, mgr. Superior Corn Products Co.

O. S. L. 10004 passed thru Utica, S. D., Oct. 12, leaking wheat at doorpost; had no chance to repair.—Ed Koenig, of Koenig Elvtr. Co.

A. C. L. 38070 passed thru Utica, S. D., Oct. 12, leaking barley at side and corner; sheathing was loose; had no chance to repair.—Ed Koenig, of Koenig Elvtr. Co.

Mil. 54190 was set out at Utica, S. D., Oct. 10, leaking wheat at the 4 doorposts.—Ed Koenig, of Koenig Elvtr. Co.

C. N. W. 75104 passed thru Elkton, S. D., Oct. 10, eastbound, leaking oats or barley at end. Car was on thru train so was unable to notify train crew.—J. H. Kroeger, mgr. Farmers Elvtr. Co.

C. & M. & St. P. 51372 passed thru Utica, S. D., Oct. 8, leaking oats at door post.—Ed Koenig, Koenig Elvtr. Co.

O. W. R. R. & N. 13641 passed thru Arthur, Ill., Oct. 7, leaking wheat badly from side door.—L. Buckner, mgr. Paul Kuhn & Co.

St. L. & S. F. 121614, leaking grain badly, was side tracked at Hugoton, Kan., Oct. 3, for repairs to broken arch; was repaired by repair gang.—H. B. Wheaton, of H. B. Wheaton Grain Co.

S. T. L. & S. F. 27805 was set out at Nevada, Ia., Oct. 2, leaking oats from loose sheathing on side.—Frazier & Son.

Our Callers

J. E. Hawthorne, Bloomington, Ill.

Harry L. Crawford, Hindsboro, Ill.

F. M. McKee, mgr. Farmers Elvtr. Co., Iroquois, Ill.

A. C. Rynders, pres. White Star Co., Wichita, Kan.

C. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

A. E. Reynolds, pres. Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.

Geo. E. Traut, inspector Grain Dealers Fire Insurance Co., Bloomington, Ill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Edmonton, Alta., Oct. 1.—The estimated yields of the leading grains in the Province of Alberta for the year 1916 compared with the yields during the year 1915 are as follows: For 1916, spring wheat, 40,500,000 bus.; winter wheat, 1,000,000 bus.; oats, 72,000,000 bus.; barley, 9,000,000 bus.; flax, 135,000 bus.; rye, 250,000 bus. For 1915, spring wheat, 58,830,704 bus.; winter wheat, 1,357,985 bus.; oats, 90,582,694 bus.; barley, 12,761,187 bus.; flax, 569,762 bus.; rye, 291,399 bus., and speltz, 38,752.—Dept. of Agriculture, Province of Alberta, Canada.

ILLINOIS.

Derby, Ill., Oct. 16.—New corn is being shocked. It will run 40 to 50 bus. per acre.—M.

Mazon, Ill., Oct. 16.—New corn is now being shocked, and will average less than 50% of last year's crop.—M.

Del Rey, Ill., Oct. 12.—The frost hurt some of our late corn, but we will have some good corn. Had a good average crop of oats.—Maddin Bros.

Iroquois, Ill., Oct. 10.—The oats crop here is good, but the frost damaged the corn crop at least 15%.—F. M. Kee, mgr. Iroquois Farmers Elvtr. Co.

Buckley, Ill., Oct. 19.—Oats crop here averages about 33 bus. per acre. The corn crop is maturing nicely. Crop will average about the same as oats.—Wm. Kaufmann Co.

IOWA.

Essex, Ia., Oct. 19.—Corn this season is of exceptional quality, and yields from 45 to 60 bus. per acre. Acreage of corn is increased.—E. C. Stearns, Essex Roller Mills.

Coon Rapids, Ia., Oct. 18.—Most of the farmers in this section are husking corn, and report that it is of good quality, yielding around 35 bus. per acre.—R. L. Weed, Farmers Elvtr. Co.

KANSAS.

Pratt, Kan., Oct. 19.—Wheat crop here is only fair.—Pratt Elvtr. Exch.

Wakeeney, Kan., Oct. 12.—Crops not looking good; need rain badly from this place to Russell.—Wm. Schrenkler.

Beverly, Kan., Oct. 20.—Wheat crop was put in good; looks good now; about 20% of corn will be good.—A. E. Harmon, mgr. Westfall Farmers Grain & Supply Co.

Haddam, Kan., Oct. 12.—Corn crop short; not much more than enough to supply home demand; wheat acreage not large account dry weather; some complaint of wheat dying.—E. P. Lowe, mgr. Farmers Union Elvtr. & Supply Co.

Topeka, Kan., Oct. 19.—The counties east of the Blue river, and north of the Kaw have produced practically all of the merchantable corn produced in Kansas present season. These counties are traversed by the Rock Island, the Mo. Pacific, St. Joe and Grand Island, and a branch of the Union Pacific railroads. We believe that there is sufficient surplus of corn raised in this territory to supply the demand from the dry territory.—E. J. Smiley.

MICHIGAN.

Avoca, Mich., Oct. 12.—Crops are very light in this section of Michigan. Hay fair quality with a low market.—Hill & Wadsworth.

Custer, Mich., Oct. 16.—New wheat crop altho slightly shrunken is grinding fine; can make good clean-up. Local corn looking good.—McGugan & Son.

MISSOURI.

St. Joseph, Mo., Oct. 20.—The corn crop is unusually good in the western half of Iowa and the northeastern part of Nebraska.—S. M. Bird, St. Joseph Hay & Feed Co.

Columbia, Mo., Oct. 14.—Estimates on the Missouri corn yield for 1916 call for 146,000,000 bus. The condition of Missouri corn is 64.8, and 88 per cent of the crop is now safe from killing frost. Condition of corn, by crop division sections, show: Northeast, 67; Northwest, 76; Central, 64; Southwest, 48; Southeast, 69. The low condition in the Southwest section is due to the severity of the long-continued drouth which, with varying degrees of intensity, still continues thruout much of the state. The preliminary estimate as to yield per acre for the present crop calls for 20.2 bus., as compared with a preliminary estimate of 32 bus. for last year's crop, the final figures for which were 30.5 bus. Quality of corn, for the state, is 68, but varies greatly in different sections. A number of correspondents report the quality better than is general with a light yield. About one-half of the crop is now in shock or silo and more would have been but for the great difficulty farmers have experienced in securing help. Corn in shock has cured in excellent shape. Frost the last week in September caused only slight loss. The Missouri wheat acreage for the 1917 harvest will be about 1,700,000. This will be the smallest acreage for many years—12 per cent less than that seeded for the 1916 harvest. The poor yield of wheat for the 1916 harvest, the present high price of seed and the difficulty of getting the ground in condition are influences in the present decreased acreage.—Missouri State Board of Agriculture.

NEBRASKA.

Julian, Neb., Oct. 23.—Just completed a trip over farming belt of southern Nebraska and northeast Colorado, over which I have been several times in years past; never saw amount of grain or acreage as this time.—Louis W. Sage.

NORTH DAKOTA.

Merrifield, N. D., Oct. 19.—Wheat crops are very light here this season.—John Wolf, agt. National Elvtr. Co.

Barney, N. D., Oct. 21.—Crops very poor thru this locality this season.—E. E. Bailey, mgr. Bailey & Sether Elvtr. Co.

Wyndmere, N. D., Oct. 20.—Crops very poor in yield and quality; about 20% of average crop.—J. P. Olson, mgr. Farmers Elvtr. Co.

Glenburn, N. D., Oct. 10.—Grain along the G. N. R. is a fair sample for this year; color good; testing from 43 to 51.—Wm. Landrigan, mgr. Landrigan Bros. Independent Elvtr.

OHIO.

Sabina, O., Oct. 19.—The acreage sown to wheat here is about ¼ more than average.—Clinton Co.

Pleasant Bend, O., Oct. 17.—Corn crop will be short, averaging about a half crop. Quality is fair.—J. W. Dickinson.

Ankenytown, O., Oct. 16.—We have had an exceptionally dry season in this territory and the corn crop was cut short, however, the quality is good but yield was not more than 60% normal. Wheat crop was the smallest in years, but of good quality.—Clay Syler, Syler Bros.

SOUTH DAKOTA.

Chester, S. D., Oct. 20.—Small grain is a fair crop here, and corn is good.—H. A. Olson.

Crandon, S. D., Oct. 23.—Wheat was not very good this year; corn best it has been for years.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Wentworth, S. D., Oct. 19.—The farmers here report the yield and quality of corn below expectations.—L. F. Hartwick, Wentworth Farmers Elvtr. Co.

WISCONSIN.

Hingham, Wis., Oct. 4.—There was a larger acreage of buckwheat this season than usual. But the dry weather in July and a severe frost in second week of September injured the crop so the yield will be 50% of last year. The amount of buckwheat sown here depends on the season—if too wet for corn they sow buckwheat or follow early peas with a crop.—J. H. Huyck.

Washington, D. C.—The average weight of a measured bushel of spring wheat this year is about 51.4 pounds, as compared with a usual weight of 57.5 pounds, according to reports received from mills and elevators in the spring wheat states. In Minnesota the average weight this year is given as 49.3 pounds; compared with a usual weight of 56.8 pounds. The like figures for North Dakota are 46.6 pounds and 57.0 pounds, and for South Dakota 45.8 pounds and 56.8 pounds, respectively. In Washington and Oregon the weight of wheat is above the usual, Washington wheat averaging 59.1 pounds and Oregon 59.8 pounds per bushel, according to reports received. The estimated production of 152,851,000 bus., made by the Bureau of Crop Estimates, is on the basis of 60 pounds to a bushel, which is the usual basis of estimating the yield.—Buro of Crop Estimates.

Government Report on Seeds, Beans and Buckwheat is published on page 690, this number.

THE SOUTH AFRICAN maize crop for 1916 is expected to fall far short of the normal yield, which means that there will be none for export and possibly not enough for home consumption. It is estimated that the production in 1915 was 30,750,000 bus., of which 7,452,000 bus. were exported and 23,298,000 bus. consumed in the country. This year's production is estimated at 21,168,000 bus. only.—John W. Dye, vice consul, Cape Town.

INTERESTING COMPARISONS of the increases in the prices of foodstuffs in some of the European countries at war and also Switzerland, a neutral country, are made in a recent British Board of Trade report as follows: In the United Kingdom the price increase from July, 1914, to Sept. 1, 1916, of flour was 59% in cities with a population of over 50,000 people, 65 in small towns and villages, and 62 in the entire country; of bread 58% in large cities, 50 in small towns and 54 in the entire country. Berlin price increase in July, 1916, as compared with July, 1914, of wheat flour was 14.3%, of rye flour, 46.7, of wheat bread, 27.7 and of rye bread, 42.9. Vienna showed an increase of 179.1% in the price of wheat flour and 75% in the price of rye bread. In Italy the price increases were wheat flour, 35%, wheat bread 26.3, macaroni, etc., 42.6. In Switzerland flour, bread, etc., increased 56% during approximately the same period.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
July 4, '14 to July 3, '15:	314,473,000	192,348,000	101,585,000	17,702,000
July 3, '15, to July 1, '16:	356,038,000	803,441,000	125,709,000	101,626,000
July 8: 7,071,000	1,890,000	2,570,000	2,410,000	
July 15: 7,968,000	2,049,000	4,299,000	2,829,000	
July 22: 8,327,000	1,648,000	3,411,000	2,680,000	
July 29: 8,891,000	3,809,000	3,065,000	1,846,000	
Aug. 5: 7,032,000	1,971,000	3,381,000	1,382,000	
Aug. 12: 5,782,000	3,841,000	4,403,000	897,000	
Aug. 19: 5,813,000	3,100,000	4,180,000	897,000	
Aug. 26: 7,316,000	4,802,000	3,447,000	290,000	
Sept. 3: 7,679,000	5,317,000	2,357,000	1,700,000	
Sept. 9: 6,641,000	4,788,000	1,840,000	761,000	
Sept. 23: 5,402,000	5,753,000	1,943,000	1,692,000	
Sept. 30: 7,760,000	7,487,000	917,000	1,853,000	
Oct. 7: 6,894,000	10,039,000	1,642,000	728,000	
Oct. 14: 8,314,000	8,764,000	2,025,000	2,827,000	
Oct. 21: 4,329,000	8,985,000	2,897,000	1,056,000	
Total	108,448,000	79,078,000	44,919,000	21,076,000

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Mazon, Ill., Oct. 16.—No old corn in the county. Over 50% of the oats have already been moved.—M.

Chicago, Ill., Oct. 13.—The first car of new corn was received today. It was consigned to the Armour Grain Co., graded No. 5 and sold at 80½c.

KANSAS.

Beverly, Kan., Oct. 20.—About 10% of old wheat in farmers hands.—A. E. Harmon, mgr. Westfall Farmers Grain & Supply Co.

Red Wing, Kan., Oct. 11.—This elvtr. full to the roof, doors closed and not a car to be had. No immediate relief in sight.—Fred Busenbarrick, mgr. Farmers Union Co-op. Grain & Supply Co.

MICHIGAN.

Custer, Mich., Oct. 16.—Farmers are not selling wheat as freely as they might, but expecting higher prices. Quite a movement of oats. We are buying and storing all the oats we can get.—McGugan & Son.

MINNESOTA.

Minneapolis, Minn., Oct. 21.—Nearly all of the western tonnage is coming this way now on account of no bottoms being available on the west coast. We are selling a good per cent of the choicest western wheat to domestic millers, the balance going to Atlantic seaboard for export.—The Harrington Co.

MISSOURI.

St. Joseph, Mo., Oct. 20.—There will be an early movement of corn from the western half of Iowa, southwestern South Dakota and northeastern Nebraska. Present volume of shipping is being limited by the car shortage.—S. M. Bird, St. Joseph Hay & Feed Co.

NEBRASKA.

Julian, Neb., Oct. 23.—Elvtrs. in southern Nebraska and northeast Colorado all full to the top; cars scarce.—Louis W. Sage.

Omaha, Neb., Oct. 14.—The Crowell Elvtr. Co. bot the first car of corn of the 1916 crop which arrived consigned to the Holmquist Elvtr. Co.

NORTH DAKOTA.

Wyndmere, N. D., Oct. 20.—Will have to ship in considerable corn and perhaps some oats.—J. P. Olson, mgr. Farmers Elvtr. Co.

OHIO.

Pleasant Bend, O., Oct. 17.—Not much grain moving here at present.—J. W. Dickinson.

Ankenytown, O., Oct. 16.—The wheat receipts up to this time have been more than double the receipts to this date last year as farmers are mostly satisfied with the price.—Clay Syler, Syler Bros.

SOUTH DAKOTA.

Crandon, S. D., Oct. 23.—Expect to handle great deal corn this year.—G. G. Stahl, mgr. Farmers Elvtr. Co.

Wentworth, S. D., Oct. 19.—We have taken in a few loads of new corn. Considerable corn has been cribbed.—L. F. Hartwick, Wentworth Farmers Elvtr. Co.

WE CONSIDER the Grain Dealers Journal very valuable in our line, as we find a great deal of valuable information in it worth many times the subscription price.—A. D. Brooks of Harris & Brooks, Carlton, Ore.

Opinions on Shelled Corn Standards Issued by U. S. Department of Agriculture.

Sales of shelled corn made before Sept. 1, 1916, for delivery after Dec. 1, 1916, will not be subject to the recently enacted United States Grain Standards Act, under which official standards for corn have been established by the Secretary of Agriculture effective Dec. 1, 1916. This statement is made in Service and Regulatory Announcements No. 13, Office of Markets and Rural Organization of the U. S. Department of Agriculture. It is stated, however, that the opinion expressed is advisory only and it is pointed out that while it expresses the views of the Department on the question involved, it is, of course, not binding on the courts.

In construing the act as permitting the shipment of grain under contracts made before Sept. 1 for delivery after Dec. 1, without reference to the official grades to become effective on the latter date, the Department declares in its opinion: "It is plainly impossible for the parties to an agreement to sell or consign, entered into before there are any official grain standards of the United States, and before there is any opportunity to know what they will be, to specify the grade of the grain involved in accordance with such standards. It would plainly impute to Congress an absurd intention and would give a harmful retroactive effect to the statute, to hold that it prohibits the shipment of grain in interstate or foreign commerce pursuant to an agreement not made according to standards which had not yet been promulgated or become effective, even though such standards are established before the shipment. The language of the act does not necessarily or reasonably require that such construction be given."

The opinion directs attention to the fact that certain grain exchanges have adopted the new corn standards as a basis for contracts entered into on and after Sept. 1, and that practical difficulties anticipated in the settlement of contracts made before Sept. 1 on the basis of the old grades will be largely overcome by private adjustments. In connection with its opinions the Department explains that it is its earnest aim to work in close harmony with and in the interest of all branches of the agricultural industry and that it is not its desire unduly or unnecessarily to disturb trade conditions.

LEGAL WEIGHT PER BUSHEL NOT AFFECTED.—In Service and Regulatory Announcements No. 13 it is also stated that the standards for shelled corn adopted by the Department have no effect on the legal weight per bushel of that grain. The Department points out that weights per bushel are mentioned in the grades only as minimum test weights for grades Nos. 1 and 2, since it is necessary to consider weight in some seasons and under some conditions to insure against the inclusion in these two grades of an undue proportion of light, immature or chaffy kernels which would not be excluded by the other requirements of the grades. Since the exclusion of such kernels from the lower grades is considered to be of much less importance and to be satisfactorily covered otherwise, test weights for such grades are not included.

It is also pointed out in the announcement of the Department that the requirements for inspectors under the Act apply only to grains for which standards have been established thereunder and which

are shipped or delivered for shipment in interstate or foreign commerce. No standards have been established under the Act for any grain except those for shelled corn. The publication describes the requirements for licensing inspectors for shelled corn.

AN ENORMOUS GAIN in the export trade of the United States is shown by recent statistics issued by the Dept. of Commerce. A trade balance for the first eight months of the calendar year of \$1,730,000,000 in favor of the United States is disclosed, and it is predicted that by the end of the year it will exceed \$2,500,000,000. Total exports amounted to \$3,435,969,212, an increase of \$1,205,882,010 over the same eight months a year ago. England, France and Canada were the heaviest importers of American goods. The percentage increases for the eight months to some European countries compared with the fiscal year 1914 are enormous. Exports to Greece increased 2,200%; to Russia, 900; to Norway, 340; to France, 240; to Denmark, 140; to Sweden, 84; to Cuba, 42, and to Japan, 25.

Grain Exports Heavy.

THE ACTION of the Grand Trunk Ry. Co. in sending large quantities of grain to Portland elvtrs. recently is taken as a general indication of an early improvement in grain exports from that port. The No. 1 Elvtr. is full to capacity. The No. 2 Elvtr. has been given a thorough overhauling to handle a large amount of grain when the movement from Canada begins.

THE NORWEGIAN STEAMER Sommerstad left Portland, Me., Oct. 7 for Rotterdam with a cargo of 199,345 bus. of wheat. Her departure left the Grand Trunk docks bare of steamers, and it is doubtful if there will be any further loadings there during the month of October, the outlook comparing unfavorably with the same period last year when there were quite heavy shipments of grain.

THE ENTIRE LOT of grain leaving the port of Boston for Europe during the week ending Sept. 30 was divided among four steamers all sailing to England. The shipments aggregated 479,000 bus. of wheat and corn and were taken as follows: The Devonian for Liverpool had the largest single lot, taking 120,000 bus. of wheat and 43,000 bus. of corn. The Colonian for London carried 128,000 bus. of wheat; the Pruth for Liverpool 100,000 bus. of wheat and the Dromore for the same port 88,000 bus. of wheat. Shipments for the week previous amounted to 231,000 bus. of wheat, 36,636 bus. of corn, 14,818 bus. of rye and 7,550 bus. of barley. The sailings were the Sardinian for Glasgow, the Foyle for London, the Dania for Copenhagen, the Portloe and Tansan Mary for Manchester.

THE GRAIN SHIPMENTS from Portland, Me., for the month of September amounted to 1,141,495 bus. Last year during the same month no grain was exported. Including the Norwegian steamer Imo, which sailed Sept. 30 with a cargo of about 220,000 bus. of wheat for Rotterdam, seven steamers have taken on grain cargoes at the Grand Trunk dock during the month. Of these cargoes five out of the seven were shipped on the account of the Com'te for Relief at Belgium. They were the Snedstad, with 129,500 bus., Britta with 101,400 bus., the Gratangen with 130,584 bus. and the Skoglund with 170,500 bus., all for Rotterdam. The others were the Glena for Cetta with 121,813 bus. and the Llanover to an Irish port with 267,198 bus.

HEARING ON RULES AND REGULATIONS

Under Grain Standards Act

As was announced in the last number of the Journal the Secretary of Agriculture granted hearings on the proposed rules and regulations for the Administration of the Grain Grades Act, which had been drawn up by the Office of Markets and Rural Organization, with the assistance of representative men from different sections of the grain trade. Hearings, presided over by Charles J. Brand, Chief of the Office of Markets, were held Oct. 19th in New York, Oct. 31st in New Orleans, Oct. 29th in Kansas City and Oct. 24th in Chicago. A draft of the tentative rules was submitted to those interested, in advance of the hearings, and written suggestions and criticisms requested of those unable to attend the hearings. The final hearing will be held at Washington Oct. 27th, and as soon as possible thereafter the rules and regulations adopted for the guidance of the Bureau in administering the Grain Standards Act will be given to the trade.

The hearing at Chicago was attended by representative men from many different markets, among those in attendance being,

T. W. Swift, Detroit, Mich.
Fred E. Pond, sec'y Corn Exchange, Buffalo, N. Y.

H. A. Plumb, sec'y Chamber of Commerce, Milwaukee, Wis.

S. A. Whitehead of Nanson Commission Co., St. Louis, Mo.

G. B. Ballard, Alfred Brandeis and R. L. Callahan, of Louisville, Ky.

Geo. A. Wells, sec'y Western Grain Dealers Ass'n, Des Moines, Ia.

E. R. Gardner, chief grain inspector, Memphis; Chas. D. Jones and J. R. McLemore, Nashville, Tenn.

D. R. Houston, sec'y U. S. Department of Agriculture, and Dr. J. W. T. Duvel, Office of Grain Standardization, Washington, D. C.

E. C. Eikenberry, pres., C. Quinn, sec'y, Grain Dealers National Ass'n; E. H. Culver, chief grain inspector Produce Exchange; J. W. Young of Young Grain Co., of Toledo, and E. A. Fitzgerald, Cincinnati, O.

Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n; H. H. Bingham, and J. M. Brafford, Indianapolis; P. E. Goodrich, Winchester; E. Hutchinson, Arlington; M. Mayer, South Whitley, and J. S. McDonald, of New Albany, Ind.

W. O. Timmerman, pres. Chamber of Commerce, B. F. Benson and F. M. Crosby, Minneapolis; C. A. Macdonald, sec'y Board of Trade, and Mr. Haley, Duluth; O. F. B. Jacobson, Railroad and Warehouse Commissioner, H. E. Emerson, chief grain inspector, and J. M. Anderson, pres. Equity Co-operative Exchange, St. Paul, Minn.

S. P. Arnot, E. S. Betz, E. H. Bingham, W. N. Eckhardt, Gordon Hannah, B. M. Hess of Hess Warming & Ventilating Co., Wm. Simons, Sawers Grain Co., A. P. Husband, sec'y Millers National Federation, E. D. McDougal and H. D. Richeson of Armour Grain Co., J. C. F. Merrill, sec'y Board of Trade, J. Ralph Pickell of J. Rosenbaum Grain Co., and J. A. Waring, of Chicago; F. R. Best, Sidney; O. B. Hastings, Cairo; E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n, Decatur; J. M. Maguire, Campus; W. M. Speedie, Gibson City; and A. N. Steinhart, sec'y Illinois Farmers Grain Dealers Ass'n, Bloomington, Ill.

The Chicago meeting was opened in the Sherman House on the morning of Oct. 24, but because of the noise and small quarters subsequent sessions were held at the Fort Dearborn Hotel.

D. F. Houston, Sec'y of Agriculture, delivered a short address outlining the purpose of the hearing, saying that it was

proposed to perfect if possible plans for administering the new law. He assured the grain men in attendance that the government wanted to co-operate with them for better business, and not to prove hostile in any way. Following his talk, E. D. McDougal assured the Sec'y on behalf of the Chicago Board of Trade that the institution which he represented would co-operate in every way possible.

Following the address of Sec'y Houston Mr. Brand read the essential sections and paragraphs of the tentative rules and regulations, drafted by the Dep't for the consideration of the trade.

Definitions.—2. Licensed Inspector.—Any person licensed by the Sec'y of Agri. to inspect and grade grain and to certificate the grade thereof for shipment or delivery for shipment in interstate or foreign commerce under the act and the rules and regulations prescribed thereunder.

3. License.—A license issued by the Sec'y of Agri. to any person to inspect and grade grain and to certificate the grade thereof.

4. Division.—A defined portion of the United States, designated by the Sec'y of Agri. for the purpose of the administration of the Act.

5. District.—A defined portion of a division, designated by the Sec'y of Agri. for the purposes of the administration of the act.

C. A. Macdonald, Duluth, Minn.: In Minnesota we have a state board of appeals, three members of which are at Minneapolis and three at Duluth. They are a court of last resort. Are the members of this board of grain appeals to be licensed under the act?

Mr. Brand: Are they grain inspectors? Does your law provide that they shall be grain inspectors? We cannot adjust conditions within states with reference to individuals employed. It is presupposed that they are inspectors.

6. Grain Supervisor.—An officer or agent of the Dept. of Agri., designated by the Sec'y of Agri., whose duties include the supervision of the inspection and grading of grain, and of the certification of grade thereof, in accordance with the Act and the rules and regulations prescribed thereunder.

Mr. Brand: Each district will be in charge of a grain supervisor and in the more important markets there will be two or three. We will have eight divisions of the country and now propose to have 32 districts.

Frank Funk, Illinois Public Utilities Commission: Would federal inspection apply on a shipment of grain from an interior point in Illinois to Chicago when the grain would not apply on a contract and when the final destination is not known? It might be part of an interstate or an intrastate shipment. In case of an appeal would it be made to the federal or state board?

Mr. Brand: It is intrastate transaction and the appeal would be made to your own board.

7. Office of Federal Grain Supervision.—The place designated by the Sec'y of Agri., from time to time, as the headquarters of a district, under the charge of a grain supervisor.

8. Appeal.—An appeal taken pursuant to section 6 of the Act from the inspection and grading of any grain for which standards have been fixed and established un-

der the Act which has been sold, offered for sale, or consigned for sale, or which has been shipped or delivered for shipment, in interstate or foreign commerce.

9. Dispute.—A dispute between the parties to the transaction, as to the grade of any grain for which standards have been fixed and established under the Act, sold, offered for sale, or consigned for sale by any of the grades fixed therefor in the official grain standards of the United States, which is shipped in interstate or foreign commerce without inspection under the Act, from a place at which there is no licensed inspector to a place at which there is no licensed inspector.

10. Party.—A person interested in a transaction involved in an appeal or a dispute.

11. Appellant.—A party taking an appeal to the Sec'y of Agri.

12. Complainant.—A party referring a dispute to the Sec'y of Agri.

13. Respondent.—A party to an appeal or a dispute adverse to the appellant or the complainant.

W. O. Timmerman, Pres. Chamber of Commerce, Minneapolis, Minn.: In case of an intrastate shipment from a Minnesota point to Minneapolis would the inspection and appeal be under the state dep't?

Mr. Brand: Yes. The inspectors licensed by the government would not inspect that grain until it goes into interstate traffic.

Mr. Funk: If an appeal is made to the state board of appeals on an intrastate shipment and, after they fix the grade the car is shipped in interstate shipment the grade fixed by the state appeal board still stands, does it not?

Mr. Brand: Yes.

Mr. Funk: Then I can't see how federal inspection has been attached to that car.

Mr. Brand: It would attach in a second transaction, or appeal, after the shipment has been placed in interstate shipment. If the parties demand it this will necessitate a second inspection.

Chas. Hegwein, Supervising Inspector, Chicago: Will grain inspected at Kansas City, stopping at Chicago, necessitate additional inspection at Chicago? Suppose it is resold here as No. 2 corn, would another inspection be necessary?

Mr. Brand: I believe a second inspection would be required. In the case of Missouri and Kansas it will be absolutely necessary.

14. In Interstate or Foreign Commerce.—From any State, Territory, or District to or thru any other State, Territory, or District, or to or thru any foreign country, or within any Territory or District.

C. D. Jones, Nashville, Tenn.: I don't believe a car of grain can move from Chicago to Baltimore under any other but federal supervision of inspection. There must be two inspections of that car, the state inspection and the inspection of the government licensed man.

Mr. Brand: The original inspection was by an inspector licensed under the act and if the parties to the contract are willing to accept that inspection the second inspection would not be needed.

Mr. Macdonald: North Dakota is threatening state inspection. Suppose grain moves to Duluth from there, after

having the state grading, does that grade carry thru to the terminal market with no further inspection?

Mr. Brand: The question would be whether the grain has been inspected by a man licensed under the act. If so it is sufficient to cover its interstate movement. When the federal government assumes jurisdiction over a local territory it takes precedence over the state law or other custom.

Licensed Inspectors.

Sec. 1. Applications for licenses shall be made to the Sec'y of Agri. at Washington, D. C., upon forms furnished by the Dept of Agri. at Washington, D. C., or by any grain supervisor.

2. Each such application shall be written in English, shall be signed by the applicant, and shall state the kind of grain for which a license is sought.

3. In case the applicant is a person duly authorized and employed to inspect and grade the kind of grain for which the license is sought, under the laws of a State which has or which may hereafter have, a State grain inspection department established by the law of such State, the application shall contain or be accompanied by satisfactory evidence thereof; a statement whether the applicant will or will not, during the term of the license sought, be interested financially or otherwise, directly or indirectly, in any grain elevator or warehouse or in the merchandising of grain, or in the employment of any person or corporation owning or operating any grain elevator or warehouse; a statement of the point or points where he expects to perform services as a licensed inspector; and such other information as the Sec'y of Agri. may deem necessary.

Mr. Hegwein: Can the chief inspector of a dep't make a blanket application for all of his inspectors?

Mr. Brand: He can not. Each inspector must apply separately.

O. P. B. Jacobson, Warehouse Commissioner, St. Paul, Minn.: Do the state inspectors have to apply personally? As each assistant must be licensed separately is he licensed as an inspector or as an assistant? Is there anything in a license which shows or designates a chief inspector?

Mr. Brand: The state inspectors must apply for their license. All inspectors under the act will be on a par, but the chief inspector will still maintain such discipline as his position permits. They are equal only in the matter of issuing certificates. The law does not provide for the licensing of samplers.

J. C. F. Merrill, sec'y Board of Trade, Chicago: If the supervisors are to render any assistance they must see that the inspection is a clearly defined practice. They must see that each car is graded in accordance with the rules. Therefore will the supervisor take the place of the man we now call the chief inspector?

R. L. Callahan, Louisville, Ky.: Could a change of grade by the supervisor take place without the formality of an appeal?

Mr. Brand: It could not.

Mr. Funk: At present the chief inspector can arbitrarily change a grade. Could that be done under the new law?

Mr. Brand: Not if a certificate has been issued.

Fred Pond, Sec'y Corn Exchange, Buffalo, N. Y.: Assume that there were a number of inspectors on an Exchange who receive licenses and that they comply with all the requirements of the law. Does the contract of employment between these men and the exchange limit them to complete jurisdiction in the way of issuing certificates for the exchange?

Mr. Brand: They are permitted to inspect grain for non members. The act

confers no monopoly of the inspection function upon the organized markets. Your inspectors have a right to inspect for your exchange or for themselves.

Sec. 6. Each licensed inspector whose license remains unsuspended and unrevoked shall, without discrimination, as soon as practicable, and upon reasonable terms, inspect and grade any grain of the kind mentioned in his license, the inspection and grading of which is required under the Act, if such grain be offered for such inspection and grading in the daytime during customary business hours, under conditions which permit the taking of a representative sample or samples and the determination of the true grade of the grain involved.

Sec. 7. Each certificate of inspection and grade issued by a licensed inspector for grain inspected and graded by him under the Act shall be upon a sheet of durable paper 8½ inches long and 5 inches wide, and the form thereof shall be subject to the approval of the Department of Agriculture.

Mr. Funk: Is it the purpose of the Dep't to limit the issuing of grain inspector's licenses to those now employed in the state grain inspection dep't?

Mr. Brand: We will have two classes of inspectors; the present state inspectors and those who may be licensed upon showing competence.

Mr. Funk: But you could limit the issuance of licenses to the present state inspectors?

Mr. Brand: The law confers the right to a license to other men in the state than those in the dep't.

Mr. Timmerman: Would not the people in a town select the inspector whom they thought would give the best grade?

Mr. Brand: If such a thing happened a certain inspector would be without a license.

Mr. Hegwein: Does an Illinois state inspector have to make application for a license now?

Mr. Brand: Yes.

P. E. Goodrich, Winchester, Ind.: Our local inspector is appointed by a state law and has now ten years of experience. Can he qualify for a license? He is a good man on grain but I doubt if he can pass your examination.

Mr. Brand: You must not assume that this will be the kind of examination given in a college.

Mr. Jones: Our market has not enough business to maintain enough inspectors to give prompt service, so the exchange supports them. If our men, licensed by the government inspect grain for a non member, who is not helping to support either him or the exchange, why must he pay only the same amount as the regular member?

Mr. Brand: If any difference was made it would show discrimination and you could not expect the United States Government to help you in that.

Mr. Braddon: We are facing the same thing at Indianapolis. We charge all people the same for inspections, but we compel the farmer or non member to put up the money in advance and make him furnish the car number.

Mr. Funk: Another phase of discrimination might be seen in price cutting of different inspectors. For instance, the man who makes a price of 25c per car will get all the business.

Mr. Brand: I can see no remedy for that.

C. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis: I believe this matter will take care of itself. The man who comes in from the outside to inspect

grain can not inspect intrastate grain and he can be in competition only when interstate shipments are involved.

J. B. McLemore, Sec'y South Eastern Millers Ass'n, Nashville, Tenn.: Is an inspector permitted to receive remuneration other than from his inspections?

Mr. Brand: I believe the exchange will be permitted to pay an additional amount each year.

Mr. McLemore: Who will fix the fee for inspections, the inspector or his employer, the grain exchange?

Mr. Brand: If you are paying him a salary, as an exchange, it would be fixed by you.

Mr. McLemore: But if we are dissatisfied with him what power have we to say, "You may no longer inspect grain on the Nashville market"?

Mr. Brand: None.

Mr. Merrill: Where there is now a state dep't the law does not contemplate that the Sec'y Of Agri will license stray and wandering inspectors. My conclusion is logical because to license men not under the control of the state dep't, would inject confusion in the business of the state. Such a man, wandering about making low priced inspections, would not be approved by the Sec'y. In Illinois we not only respectfully request that you take the same view, but we protest against the taking of any other view.

G. B. Ballard, Louisville, Ky.: In Louisville the inspectors are on a salary and the fees for their services go to the exchange. How will they be compensated under the new law?

Mr. Brand: You need not change your present system.

B. F. Benson, Minneapolis: I do not believe there should be any reference to the light in making inspections.

Alfred Brandies, Louisville: If the light is poor when inspection is made a notation to that effect might be placed on the certificate.

E. H. Culver, Chief Grain Inspector of Toledo, O.: This fact is noted in all markets, but not necessarily on the certificates.

Mr. Hegwein: On cars that are loaded at night the inspections are always reviewed the next morning and the grade verified.

Mr. Brand: Mr. Morrill will read an addition we contemplate making to section 6, and our substitute for the old section 8.

Mr. Morrill: Add to the end of

Sec. 6. Each licensed inspector may at any time inspect and grade grain of the kind mentioned in his license if the conditions be such as to permit the taking of a representative sample or samples and the determination of the true grade of the grain involved.

Sec. 8. No certificate of grade shall be issued unless the inspection and grading be based on samples which are correct and representative, and be made under conditions which permit the determination of the true grade of the grain involved. In case the conditions are such as not to assure the determination of the true grade involved a licensed inspector may, if he has obtained a representative sample or samples of the grain involved, in advance of the issuance of the certificate of grade furnish to the person for whom the inspection is performed a grade ticket or slip showing the grade then assigned by him. In such case the certificate of grade shall be issued as soon thereafter as practicable

Afternoon Session

Continuing the meeting in the Fort Dearborn Hotel, Mr. Brand called the

second session to order at 1:30. He read sections 9 and 10, as follows:

Sec. 9. Each licensed inspector shall immediately inform the supervisor of his district of any change in the point or points where he performs service as a licensed inspector, and, except in case of State grain inspectors, of any change in the schedule of fees for services performed by him as a licensed inspector or in the nature of his duties.

Sec. 10. Each licensed inspector shall, as soon as possible after inspecting and grading any grain and not later than the opening of customary business hours on the next following business day, post at the place mentioned in section 4 a statement as to each lot or quantity of grain inspected and graded by him, showing the date of inspection and grading, the date and time of such posting, the kind of grain, the name of the person interested in the grain for whom the service was performed, and the name of such licensed inspector, and identifying the location and container of such grain by the initial and number of the car, the name or designation of the boat, barge, or other vessel, elevator or warehouse, the number or other designation of the hold or bin, and the name of the carrier, or otherwise as the case may require.

A copy of the statement mentioned in paragraph 1 of this section shall be immediately transmitted to the grain supervisor in charge of the district in which the inspection was made.

Mr. Jones: Why the necessity of any part of that paragraph? It will burden inspectors with a lot of clerical work.

Mr. Brand: Posting does not mean to post on a board. The book in which the data is kept can be posted.

Mr. Whitehead: All grain received at St. Louis is posted in ledgers, and I take it these may be posted?

Mr. Brand: Yes.

Mr. Pond: If that paragraph must be carried out to the letter it will mean an increase in our clerical force. At the present time we refuse to give anyone information of a private character relating to a man's grain.

Mr. Macdonald: Our inspectors at Duluth know nothing of the name of the owner of the grain. The commission merchant pays for the inspection.

Mr. Brand: Then that is the name you might post.

Mr. Hegwein: We have this information placed in a book by a clerk.

Mr. Brand: That will comply with the law if the book is posted.

Mr. Emerson: It is a physical impossibility also with us. We draw upon the railroads for our sampling fees. The railroads would have to give us a complete list of their cars and then these would have to be tabulated and posted.

Mr. Bingham: I think the matter is feasible. There are few shipments of grain the identity of which can not be learned. In Indianapolis and Louisville these identities are obtained prior to the inspection.

Mr. Macdonald: If we leave out the request for the name of the owner everything will be satisfactory.

E. C. Eikenberry, Pres., Grain Dealers Nat'l Ass'n: Does not the fact that the Minnesota railroads pay for the inspection make them the people interested in the grain?

Mr. Brand: No. The railroad would not be the one to take an appeal.

Mr. Jones: This is a big question with the semi jobbing market. Will it be necessary to have every interstate shipment inspected regardless of size? If we must apply this section on less than carload lots there will be no end to the clerical

work. Will a one sack shipment have to be posted?

Mr. Brand: These shipments will move by grade and in interstate shipment. What is your own conclusion?

Sec. 11. Each licensed inspector shall keep complete and correct records of all grain inspected and graded by him, which shall be open for inspection and examination by the grain supervisor of his district or by any person designated by the Sec'y of Agri. for the purpose, and shall, not later than the 15th day of each month, make a report to the Sec'y of Agri. through the grain supervisor of his district, on forms furnished by such supervisor, containing, separately for each lot or quantity of grain inspected and graded by such licensed inspector during the next preceding calendar month, (a) the place of inspection, (b) the date of inspection, (c) the name of the elevator or warehouse, if any, to which the grain was delivered, or from which it was shipped, (d) the kind of grain, (e) the quantity of each kind, (f) the grade thereof, (g) the charge made for the service rendered, (h) such other information as the Sec'y of Agri. may deem necessary, and (i) the signature of the licensed inspector making the report.

Mr. Hegwein: It will be impossible to give the quantity of grain in a car on the "in" inspections.

Mr. Brand: You can say a carload.

Mr. Macdonald: The inspector in our market does not know what elevator a car will be unloaded into.

Mr. Brafford: The same is true at our market. Ninety per cent of our grain is sold on track and even the seller does not know where it will go.

Mr. Pond: It will also be impossible for Buffalo to comply with that.

Mr. Goodrich: If an inspector does not know a thing you cannot compel him to fill out the blank.

Mr. Bingham: It would be an easy matter for the inspector to obtain this information from my office.

Mr. Merrill: I do not believe you realize the difficulty of complying with this very section. Some days at Chicago we have 3,000 "in" cars without counting the cars and boats loaded "out." Our unloading points are distributed over a radius of 30 miles and the inspectors have no means of knowing where these cars are ordered to. It would be a physical impossibility to find where all these cars are going unless our 23 inspectors are given many assistants.

Mr. Brand: I see no latitude in this matter as it is part of the law.

Mr. Merrill: I do not suppose Congress intended to impose practical impossibilities and as it is impossible to comply with this in its technical sense it must be complied with in a general sense.

Mr. Jones: Is there any penalty attached if we do not do these things?

Mr. Brand: If a licensed inspector does not do his duty he is in danger of losing his license.

Mr. Funk: By the place of inspection does this mean the place where the sample is taken or the inspection made?

Mr. Brand: The place where the inspection is made.

Sec. 12. Each licensed inspector shall immediately furnish the grain supervisor of his district any information which may come to the knowledge of such licensed inspector tending to show that any provision of the Act or of the rules and regulations prescribed thereunder has been violated by any person subject thereto.

Sec. 14. In case the license of a licensed inspector is suspended or revoked by the Sec'y of Agri., such license, together with the licensed inspector's card of identification, shall be returned to the Sec'y of Agri.

Sec. 16. No certificate of grade shall be issued, unless the inspection is based on

samples which are correct and representative.

Mr. Hegwein: Our samplers will not be licensed so we must pass on samples which we think are correct. Suppose the sampler makes a mistake?

Mr. Brand: The inspector is responsible for the sample.

Appeals.

Sec. 1. An appeal shall be taken to the Sec'y of Agri. by filing in the Office of Federal Grain Supervision, in the district in which the inspection appealed from was made, a complaint in conformity with section 4 or a stipulation in conformity with section 5 of this regulation. A complaint or stipulation may be filed in writing or by telegraph.

Sec. 2. An appeal shall be taken (a) before the grain leaves the place where the inspection appealed from was made, (b) before the identity of the grain has been lost, and (c) as promptly as possible after the posting of the notice of inspection of the grain involved, as required by section 10 of regulation 2, but in no event later than the expiration of 48 hours, exclusive of non-business days.

Mr. Macdonald: With a boat an appeal is determined at the time the grain is delivered to the boat and with a car before it moves on its journey.

Mr. Hegwein: In Chicago all railroads have appeal tracks for "in" grain.

Mr. Callahan: On in bound grain what does "before identity of the grain has been lost" mean? Sometimes a car is not unloaded until 5 or 6 days after inspection.

Mr. Emerson: We have three ways of keeping the identity. Grain may be unloaded and dropped right back into the car. It can be cleaned and returned to the car. Or it can be cleaned and placed in a special bin, all without losing identity.

Mr. Wells: We often have reinspection called for six weeks after the original inspection.

Mr. Goodrich: In the case of last year's wet wheat crop I know of instances where the grain was not inspected until it had been within the jurisdiction of the inspection dept for five to ten days.

Mr. Brafford: United States Judge Meek of Oklahoma has just rendered a verdict in the case where grain got within the jurisdiction of the Galveston market after which it was held up by the Gulf storm. He held that title did not pass until the grain was weighed. It depends upon your contract.

Mr. Timerman: If a car shipped from and inspected in North Dakota was shipped to a terminal market would the terminal market buyer have lost his right of appeal because the car did not come into the terminal market for 6 or 7 weeks?

Mr. Brand: He could not appeal from the North Dakota inspection, but it would have to be inspected at the terminal market, and he could appeal from that inspection.

Mr. Wells: Corn moving from Iowa in December is in such condition that it will go out of condition if delayed in transit. If we must take a chance on that corn until it arrives at the elevator let us change the place of inspection to the elevator.

Mr. Merrill: The road bringing the car to market is the agent of the shipper, and it continues to be the agent of the shipper until the car is delivered to the elevator or another road denominated by the buyer. Hence if deterioration occurs while the car is in the originating railroad's possession it is responsible.

Mr. Funk: In my opinion 48 hours is sufficient time for an appeal from the first inspection.

Mr. Brand: This means 48 hours from the time the inspector posts the notice.

A. P. Husband, Sec'y, Millers Nat'l Federation, Chicago: The millers of distant states who buy here certainly could not be aware of the car having left the city before an appeal could be taken. Sometimes the car is half way to their town before they are advised it is shipped.

Mr. Brand: The appeal must be made before the car leaves the place where the inspection appealed from was made. The miller can have a representative present. Or he can protect himself by the terms of his contract.

Mr. McLemore: But where a man enters into a fraud, as may be done, we do not believe the law should protect him.

Mr. Whitehead: We represent mills and protect their interests in matters of this kind. We send a private inspector to either accept or reject the grain.

Sec. 3. Any party desiring to take an appeal may, in advance of the filing thereof, transmit to the proper Office of Federal Grain Supervision by telegraph, telephone, or otherwise such information as may be necessary to enable a grain supervisor in such office to proceed to the examination of the grain involved.

Sec. 4. A complaint, signed by the complainant or his agent, and dated, shall state:

(a) The names and the post-office addresses of the parties and of their agents, if any, representing them in the transaction;

(b) The point at which the inspection appealed from was made, and the date thereof;

(c) Whether the grain involved was sold, offered for sale, consigned for sale, shipped, or delivered for shipment in interstate or foreign commerce, and the points of origin and destination of such grain;

(d) The kind of grain, and the grade given to it by the licensed inspector from whose determination the appeal is taken;

(e) The location of the grain, showing, as the case may be, the name of the carrier, car initial and number, name or other designation of vessel, barge, elevator, or warehouse, number or other designation of the hold or bin, or designation of wagon or other container;

(f) Whether the parties have agreed on samples to be submitted to the Office of Federal Grain Supervision;

(g) Any other material facts.

Sec. 6. An answer replying to the statements made in the complaint may be filed by a respondent within 24 hours, exclusive of non-business days, after service of the complaint. An answer shall be signed by the respondent or his agent and dated. Each statement in the complaint, except as to the grade of the grain, shall be deemed to be admitted unless controverted in an answer duly filed.

Sec. 7. Upon written, telegraphic, or telephonic application, showing good cause, the grain supervisor in charge of the Office of Federal Grain Supervision may extend the time for the filing of a complaint, stipulation, or answer. Such application, if made by telephone, shall be followed immediately by the filing of a written confirmation thereof.

Sec. 11. A copy of each complaint, answer, paper, or other statement filed by any party shall be served upon all other parties, if any.

Sec. 12. Service of any complaint, answer, statement, order, notice, grade memorandum, findings, or other paper may be made either personally or by mail. Personal service thereof shall be made by delivering a copy to a party or his authorized agent, or by leaving it with any person in charge of his business office. Service thereof by mail shall be deemed made at the end of one day from the time of mailing a copy, postage prepaid, addressed to a party at his business address, when the place to which it is addressed is not more than 50 miles from the place of mailing; at the end of two days.

Sec. 14. When any complaint, answer, paper, or other statement offered for filing

by a party in any Office of Federal Grain Supervision is not accompanied by a showing or written acknowledgment that it has been served as prescribed in this regulation it shall be filed in duplicate and a copy thereof shall be served upon the adverse party by the official with whom filed.

Sec. 15. The grain supervisor in charge of an Office of Federal Grain Supervision may dismiss any appeal filed therein without a determination if it appears that the Sec'y of Agri. is without jurisdiction to make a determination therein in accordance with the Act, or that sufficient evidence is not available upon which to determine the true grade of the grain involved, or that the rules and regulations of the Sec'y of Agri. under the Act have not been complied with in taking the appeal. Any complaint, stipulation, answer, statement, or other paper filed by any party may be stricken from the files if it fail to comply with this regulation.

Sec. 16. If no request for an oral hearing be made in the complaint, stipulation, or answer, such hearing shall be deemed waived by the party or parties; but the grain supervisor or other employee of the Dep't of Agri. designated by the Sec'y of Agri., by whom an appeal is heard, may order an oral hearing at any time in his discretion.

Mr. Funk: After an inspector designates a grade for grain may it not be reviewed by a supervising inspector in the interest of economy of time?

Mr. Brand: He may but not without the proceedings called for in the act if a certificate has been issued.

Mr. Benson: This would be highly desirable in Minneapolis.

Mr. Brand: The act states that an appeal may be made with or without reinspection so the rights of a party are protected because he can appeal immediately after an inspection.

Mr. Wells: Does reinspection mean resampling?

H. E. Emerson, Chief Inspector, Minnesota: We always reinspect on the original sample.

Sec. 18. When a hearing at which oral evidence may be submitted by the parties is granted or ordered it shall be held before the grain supervisor or other employee of the Dep't of Agri. designated by the Sec'y of Agri., by whom the appeal is heard.

Sec. 20. No appeal shall be determined except upon the basis of a representative sample or samples of the grain involved. Such samples may be agreed upon by the parties or drawn by an employee of the Dep't of Agri. authorized for the purpose.

Sec. 23. No sample shall be deemed to be representative unless it comply with the following requirements:

1. It shall be at least two quarts in size, of which approximately 1½ pints shall be inclosed in an air-tight container and the remainder in a cloth sack.

2. In case of bulk grain in a carload lot or in a wagon, at least five probes, and as many more as may be necessary, in the discretion of the sampler, shall be drawn from the grain in different parts of the car or wagon, as the case may be.

3. In case of bulk grain in a canal boat, barge, ship, or other vessel, at least five probes, and as many more as may be necessary, in the discretion of the sampler, shall be taken from the grain at different points through each hatch or opening in the deck.

Mr. Macdonald: That method of sampling completely revolutionizes the business of handling vessels. Under our rules the grain is the property of the buyer when it is delivered to the boat. When an elevator is prepared to load a boat it is practically in the hands of the inspection dep't and the grain is sampled as it moves in streams to the boat. This gives the buyer ample opportunity to protect himself. Suppose a boat takes 10,000 bushels from one elevator and a like amount from other elevators, all carried in the same hold. This could not be sampled by probing into the hold of the vessel.

Mr. Emerson: Inspection might be

made on the working floor of the elevator loading.

Mr. Brand: This objection also came up at New York and New Orleans, and we will give your suggestions careful consideration.

Mr. Merrill: Because of the difficulty of sampling grain already loaded, on account of its depth, it is customary here to sample as the grain runs into the boat. If the grain is protested or objected to the flow must immediately stop.

Mr. Hegwein: When the inspector objects to the quality of grain loaded the elevator people generally change the mixture.

4. In the case of grain in sacks, samples shall be drawn from at least 10% of the total number of sacks selected at random from the entire lot, except that if the grade of each individual sack be in question a sample shall be drawn from each sack.

Mr. Jones: Suppose a boat arrives with thousands of sacks all piled into one mass. How can a man inspect that without unloading so as to get to every tenth sack? I would suggest that we be allowed to inspect each lot instead of every ten sacks. It would require too much time to inspect 10% of the sacks; 3 or 4% would be better.

Mr. Brand: New Orleans does 90% of its grain business in sacks and they agree that this is a good rule. We do not undertake to say where the inspection shall be held.

J. S. McDonald, New Albany, Ind.: We use two automatic sacking and weighing machines turning out 16 bags per minute. The grain is from one bin and the quality uniform. Why not inspect it in the bulk?

Mr. Brand: I hesitate to say, but if it satisfied the contract no appeal can be made.

Mr. Jones: I think much of this responsibility for an accurate sample should rest with the inspector. If many complaints are received against a man we know he is not a good inspector.

Mr. Brand: But it is also conceivable that some complaints might come in because he was too accurate.

Mr. Goodrich: The Pure Food Dep't of Indiana takes from 20 to 40 probes from 400 bags of feedstuffs. Mr. Jones can do the same thing.

Mr. Brand: I believe too much trouble is anticipated. I would suggest Mr. Jones, that you hold a meeting when you get back home, and give us the benefit of any suggestions you have to offer.

5. The grain drawn from the different portions of a lot or parcel shall be thoroughly mixed, and such mixture, or a typical portion thereof, otherwise complying with these regulations, shall constitute a sample of the entire lot or parcel.

6. In case any portion, as much as 2½% of a lot or parcel of grain is excessively wet, sour, musty, heated, heating, fire burnt, infested with live weevils, or otherwise of distinctly low quality, a sample drawn from such portion, otherwise complying with this regulation, shall constitute a sample of the entire lot or parcel.

Mr. Goodrich: If a carload of grain has 25 bushels which come under this classification that grain would fix the grade for the whole carload?

Mr. Brafford: Our inspector makes a notation on the certificate telling the true condition of the car. He takes two samples, one of the poor grain and the other of the good grain.

Mr. Brandeis: But it is a rule in most markets that the poorest grain in a car shall govern.

Mr. Riley: The rules provide that if there is evidence of plugging the lowest grain shall govern. If there is an intent to defraud the shipper should be penalized but this applies now also to cases where there is no fraud.

Mr. Wells: The terminal markets bid for our corn as early as August. In consequence it is shipped while liable to go out of condition, for which the country shipper should not be penalized.

Chester Morrill, Washington, D. C.: The act does not make the actions of the Sec'y of Agriculture final. You can still bring into court your evidence of fraud.

Mr. Brafford: This will result in most markets, in having the grain inspected when it is placed at the elevators.

Mr. Morrill: It has been proposed to say, in place of Par. 6: "In case any portion of a lot or parcel of grain is excessively wet, sour, musty, heated, heating, fire burnt, infested with live weevils, or otherwise of distinctly low quality, an additional sample, otherwise complying with this regulation, shall be drawn from such portion. In case of appeals there will be transmitted a statement showing the proportion of grain from which this sample was drawn to the entire lot."

7. In case a lot or parcel of grain has been so loaded or handled as fraudulently to conceal evidently inferior grain, a sample of such inferior grain, otherwise complying with this regulation, shall constitute a sample of the entire lot or parcel.

Sec. 27. Any grain supervisor before whom an appeal is heard may require the production and submission in evidence by any party to such appeal of all books, papers, and documents in his custody, or under his control, evidencing or relating to the transaction, the grain, or other matter, involved in or relevant to the appeal.

Sec. 28. When an appeal is taken the sample or samples of the grain involved shall be examined as soon as possible, such tests shall be applied as are necessary, the papers and all other evidence shall be carefully considered, and, except as provided in section 15 of this regulation, a grade memorandum shall be issued by the grain supervisor hearing the appeal, showing the grade assigned by him to such grain, which shall be the final grade memorandum, unless superseded as provided in this regulation.

Sec. 29. Any party may within 24 hours, exclusive of non-business days, after issuance of any grade memorandum file with the grain supervisor issuing the same a statement objecting to the grade shown.

W. N. Eckhardt, Chicago: Do you really mean any party?

Mr. Brand: Yes.

Mr. Riley: By non business days we understand that Sundays and holidays are included but how about the non business days in a local community?

Mr. Eckhardt: The railroads around Chicago do not recognize anything but legal holidays.

Sec. 30. If such objection be filed within the prescribed time, the sample or samples of the grain involved, the papers, and all other evidence shall be immediately submitted to a board of grain supervisors, which shall make such examination and apply such tests as may be necessary to determine the grade of the grain. The submission shall be to the board in the place in which the appeal was first heard or, if there be no board in that place, then to the nearest board of three members. In case the members of a board of two agree, they shall, except as provided in section 15 of this regulation, issue a grade memorandum showing the grade assigned by them to the grain, which memorandum shall supersede the grade memorandum previously issued for such grain and shall be the final grade memorandum issued. In case the members of a board of two disagree, they shall immediately submit the sample or samples of grain, the papers, and all other evidence to the nearest board of three members, which shall make such examination and apply such tests as may be necessary to determine the grade of

such grain, and shall, except as provided in section 15 of this regulation, issue a grade memorandum showing the grade assigned by them to the grain, which memorandum shall supersede the grade memorandum previously issued for such grain and shall be the final grade memorandum issued. The action of a majority of the members of a board of three shall constitute the action of the board.

Mr. Hegwein: In case two supervisors do not agree can they call the next nearest supervisor to make up the third party?

Mr. Brand: Yes, that could be arranged.

Sec. 32. A copy of each notice, order, grade memorandum, and findings shall be served upon each party.

Mr. Brandeis: In the event of a disagreement between an inspector and a receiver would it be improper for me to ask the inspector to look at the sample again?

Mr. Brand: I can not tell where some persons would stop if that privilege were extended. The inspector must change his mind however, before a certificate is issued.

Evening Session.

The evening session was called to order by Mr. Brand at 7:45. He read the following paragraphs from Regulation 4, relating to disputes:

Disputes.

Section 1. A dispute shall be referred to the Sec'y of Agri. by filing in the Office of Federal Grain Supervision in the district where the grain is then located, either a complaint in conformity with section 3 or a stipulation in conformity with section 5 of this regulation. A complaint or stipulation may be filed in writing or by telegraph.

Sec. 2. A dispute shall be referred to the Sec'y of Agri. as promptly as possible and not later than the expiration of 48 hours, excluding non-business days, after the grain involved becomes subject to the examination of the party receiving the same.

Mr. Brafford: I think 48 hours is too long to leave the grain on track. It should be changed to 24 hours.

M. Mayer, South Whitley, Ind.: Has the party a right to call for another inspection?

Mr. Brand: It is subject to examination of the party receiving the grain, and another inspection depends upon the terms of the contract.

Mr. Wells: Would grain shipped as cool and sweet come under supervision of the dept?

Mr. Brand: If it is sold as cool and sweet equal to a certain grade.

Mr. Goodrich: Why can't our local inspector issue a certificate saying that we are shipping corn as cool and sweet equal to No. 3 except in moisture content?

Mr. Brand: It will be possible to ship by grade subject to a dispute, but you cannot issue a certificate.

Mr. Wells: How far may we go in the making of a shipping ticket without calling it a certificate?

Mr. Morrill: It would hardly be possible to state that the corn is a certain grade if it is not inspected at either end.

Mr. Merrill: We can not use the terms of a grade "in whole or in part" and saying that a shipment was "equal to" would be using the terms in part.

Mr. Brand: If Mr. Goodrich is shipping his own grain from and to a point having no inspector he is permitted to do that.

Mr. McLeomore: Private grades and brands should not be masqueraded as federal grades.

Mr. Brand: We cannot take steps which will create enough business at a country point for the maintenance of an inspector and there would be a line where such an inspector became an employe of Mr. Goodrich, or someone else.

Mr. Goodrich: All I want is a chance to live under these rules, but there is not enough business at my point to keep an inspector.

Mr. Riley: Why cannot Mr. Goodrich sell corn cool and sweet equal to No. 2 except moisture content?

Mr. Brand: If he could sell it that way why could he not sell it as cool and sweet, equal to No. 2 except, dirt, cracked grains, and other foreign matter? It would constitute a transaction by grade.

Mr. Riley: Suppose he sells cool and sweet corn with no reference to grades?

Mr. Brand: That will be all right.

Sec. 3. Any party desiring to refer a dispute to the Secretary of Agriculture may in advance transmit to the proper Office of Federal Grain Supervision by telegraph, telephone, or otherwise such information as may be necessary to enable a grain supervisor in such office to proceed to the examination of the grain involved.

Sec. 5. A stipulation signed by the parties or by their agents and dated shall state all the facts required by section 4 to be stated in a complaint.

Mr. Eikenberry: Is submission of information of sale and purchase of grain essential to a dispute which may be considered legitimate? Supposing Mr. Goodrich sells No. 3 corn under this act after the inspection dept has ceased to exist, without issuing a certificate, which he has a right to do. If the grain on arrival is found to be No. 5 who is responsible?

Mr. Goodrich: But we have no disputes.

Mr. Eikenberry: But don't you see Mr. Goodrich that if your inspection was federally supervised your grain would be received as No. 3 unless the appeal was made before it left your town? Under the arrangement discussed how can you prove that you did not ship a lower grade. You are subject to this dispute arising at the other end. The law should be so amplified that it will permit shippers from points where there are no inspectors, to call in the nearest licensed inspector so that they may have certificates.

Mr. Brand: There is nothing to prevent him from doing that. As soon as that would be accomplished there would be no more disputes, but they would be termed appeals.

Mr. Eckhardt: If there is a dispute the party who is at a distance from where the dispute arises could appoint a representative or agent.

Mr. Morrill: This section applies only to filing the answer. It interferes in no way with the examination of the grain and the issuance of a grade memorandum.

The balance of the proposed regulations were read by Mr. Brand without interruption for discussion. These referred largely to the methods by which the Dep't will handle the details of its hearings, forms of agreements, department fees and charges, the disposition of money turned over to the Dep't, and publications.

A proposed additional section was also read which provided for the information necessary to an official grade certificate. When the list was read the grain men objected to the recording in the certificate the name of the firm or individual to whom certificate was issued.

This discussion follows:

Mr. Culver: Often certificates are returned to us asking that we erase the name of the firm for whom we inspected the grain.

Mr. Brand: They are evidently trying to conceal something and you had better not help them.

Mr. Macdonald: Our inspectors do not know the names of the parties interested, and it is no information for the buyer which is of value.

Mr. Brand: That condition would prevail in spite of this rule. The identity of the owner of the grain can be kept from the inspector at the time of the inspection.

Mr. Macdonald: In our market where everything is consignments, everyone watches everyone else's business. It would do no good to publish the lists of a company's customers.

After a long day of close application the members of the trade present adjourned, feeling that the Dept. is imbued with a sincere desire to learn the wishes and needs of the trade, and to regard them in so far as is permissible under the law. A rising vote of thanks was extended Mr. Brand.

AN OFFICIAL AWARD for the world's record for raising wheat was recently bestowed upon C. S. Noble, pioneer farmer of the Claresholm district, Alberta, Canada, by the Alberta government. His 1,000-acre field averaged 52 bus. to the acre. This was 1 bus. higher than the previous world's record held in Palouse County, Washington, in the United States. The grain will grade No. 1 hard, says Noble.

WASHINGTON, D. C., Oct. 1.—The condition of clover for seed declined during September from a figure of 84.1 down to 78.9, falling 5 to 10 in the different North Central states and in Kentucky and Tennessee. The crop improved slightly in Michigan, but in no other state of importance. The general average is the highest reported during the four years that this inquiry has been made, and is about 10 higher than last year. The yield of alfalfa seed is reported at 3.7 bus. per acre, being .3 bus. higher than last year. Yields range below 3 bus. in the North Central States, between 3 and 4 bus. in the States of Texas, Oklahoma, Montana, Wyoming and Colorado, and from 4 to 6 bus. in the remaining western plateau and coast states. The total production of alfalfa seed is reported at 88.3, compared with 70.4 last year and an average for the past four years of 80.3. The production of millet hay is not heavy this year, being reported at 75.2 of a full crop, compared with 88.3 last year and a ten-year average of 79.7. Being a late planted crop, millet suffered from the severe summer drouths in the Mississippi valley, which is the principal producing section. The seed production in proportion of a full crop is 70.2, compared with 82.1 last year and a ten-year average of 75.6. The condition of sorghum grains (kafir, millet, feterita, etc.), has improved in Kansas and Oklahoma. Marked improvement is also noted in New Mexico and Colorado. In the more northerly States, this crop has suffered from frost. The present figure of 65 compared with a ten-year average of 81.4. Last year a condition of 90.5 was reported on October 1.—Buro of Crop Estimates, U. S. Dept. of Agriculture.

Concrete Country Elevator at Niantic, Ill.

The castle shown in the engraving herewith is the new stronghold of the Farmers Elevator Co., at Niantic, Ill. It is substantially built of reinforced concrete, making it proof against cold lead without and hot corn within.

On a foundation slab 20 inches thick, 52x52 ft. stand four circular bins, 18 ft. inside diameter and 50 ft. high, while over the 12-ft. driveway are two bins, one 12x12 and one 18x18 ft. 32 and 14 ft. deep respectively. On one side is a bin 12x12 ft., 50 ft. high, and on the track side is a 12x12 work room and a room 12x12 for the two elevator legs and the automatic weigher. The bin bottoms are hoppers, of concrete and 10 inches thick. The side walls of the bins are 7 inches thick, with a 4-inch center lateral steel reinforcement and a 3-ft. center upright reinforcement, and the roof of bins is of 6-inch reinforced concrete.

A basement 12 ft. high extends under the entire building, with rooms under all the bins. Under driveway the distance to ceiling is 16 ft.

The cupola is 32x32 and 38 ft. high giving the building a height of 92 ft. above the ground. In the cupola is a spouting room 14x14 and an 18-ft. room above.

The equipment includes Western Sheller, cleaner, conveyors and four dumps. Electric motors and friction clutches are used throughout. The window frames and sashes are of steel, as is the stairway.

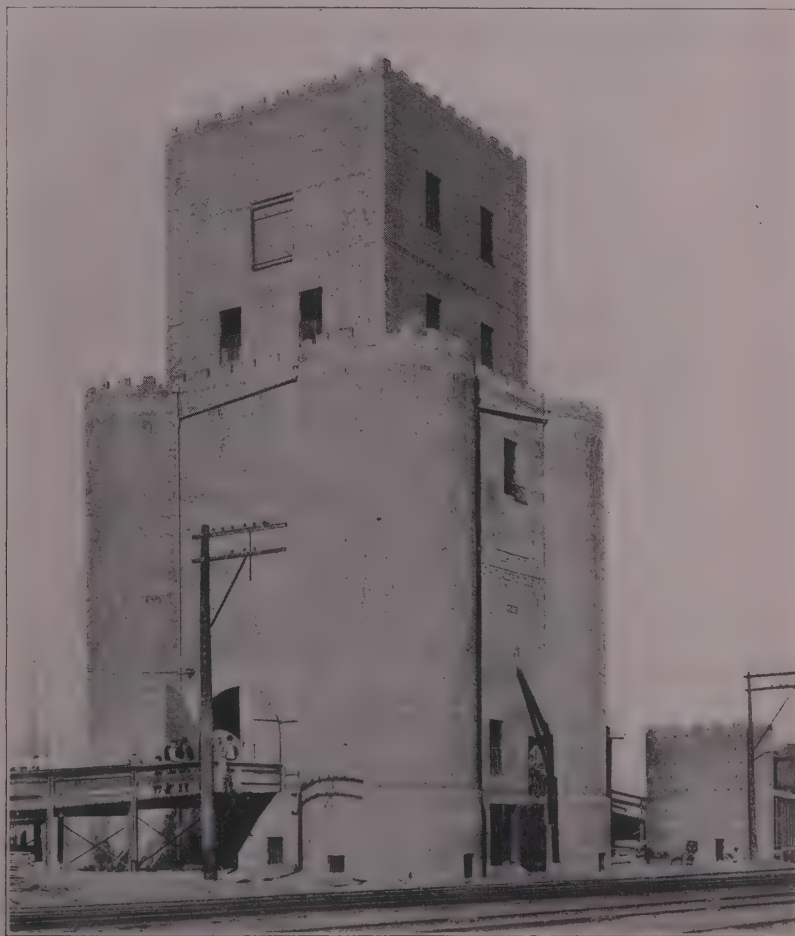
making the plant fireproof. The building alone cost \$11,000, and its capacity is 60,000 bus.

A NEW FIRE-PROOF SEED HOUSE with a capacity of five cars of seed has been erected by the Swanders Grain Co., at Swanders, O.

EYOTA, MINN., OCT. 24.—Considerable timothy seed has been marketed, but there still remains 50% to be shipped. Both clover and alsike are a total failure here this year. Look for the usual acreage of timothy next year, although prices next summer govern largely the amount we pay for the seed.—J. B. Leveille.

THE WORD MAIZE is not applicable to kafir, milo and feterita according to an opinion expressed by Buro of Chemistry Officials of the U. S. Department of Agriculture. These products are all included under the general name of "grain sorghum." Milo should be referred to as "milo" and not as "milo maize." Kafir should be referred to as "kafir" and not as "kafir corn."

THE MIXED FEED PLANT of the Spartan Grain & Mill Co. at Spartansburg, S. C., which has a capacity of 50 tons per day, is being equipped with new machinery that will increase the capacity to approximately 200 tons per day. The company now specializes only in high class dairy feed, but by Jan. 1 will put on the market horse feed, hog feed and chicken feed. The plant will be run by electric power and the new building will give additional storage capacity for grain.



Farmers' Elevator Co.'s 60,000-Bu. Reinforced Concrete Elevator at Niantic, Ill.

New C. & N. W. Ry. Elevator, Milwaukee.

With the steady annual increase in the production of grain in the western states there is developing a growing demand for enlarged terminal facilities for facilitating the storage and prompt handling of the crops; and cities having transportation advantages are favored as the sites for new grain elevators.

Milwaukee's natural advantages as the point of confluence of three rivers into Lake Michigan early were recognized as shown by the construction of the first grain elevator in 1848 by Alanson Sweet, and erection of grain warehouses the same year with a capacity of 1,000,000,000 bus. In 1858 the city had eight railroads. Now, in addition to the leading western railroads, Milwaukee is practically the western terminal of eastern railroads operating car ferries across Lake Michigan, a body of water open to navigation the year round. Whole trains of cars are taken by these ferries at each trip, and the economy of this 100-mile water haul of the loaded cars is such that Milwaukee for years has enjoyed a reduced rate on grain east.

It is not surprising then that the grain trade of the city should have shown the increase it has exhibited since 1909. The receipts of all grains were 76,654,000 bus. in 1914, against 37,489,000 bus. in 1909. Last year was one of heavy receipts; and for August and September, 1916, Milwaukee starts the present crop year with receipts approximately twice as much as

for the same months in 1915. Milwaukee in 1915 received 28,537,000 bus. oats, 17,190,000 bus. barley, 14,117,000 bus. corn, 6,723,000 bus. wheat and 3,579,000 bus. rye, a total of 70,148,000 bus. against 76,654,000 in 1914, 59,464,000 in 1913, 50,939,000 in 1912, and 46,952,000 bus. in 1911. Milwaukee always has been a leading barley market, but with the diversification of farm crops in its territory the receipts of oats, corn and rye are breaking all records. On account of the big increase in receipts of rye the Chamber of Commerce is considering the establishment of trading for future delivery in that cereal.

The newest addition to the 28 grain elevators at Milwaukee is the C. & N-W. Ry. Elevator just completed on the most conspicuous site of the city's 44 miles of dock front. Of all the elevators this is the easiest of access, being so close to the harbor entrance at the mouth of the Kinnickinnic River that it can be reached by the largest vessels on the lakes without passing thru the draw of any bridge. The river at elevator dock has been dredged to a depth of 30 feet.

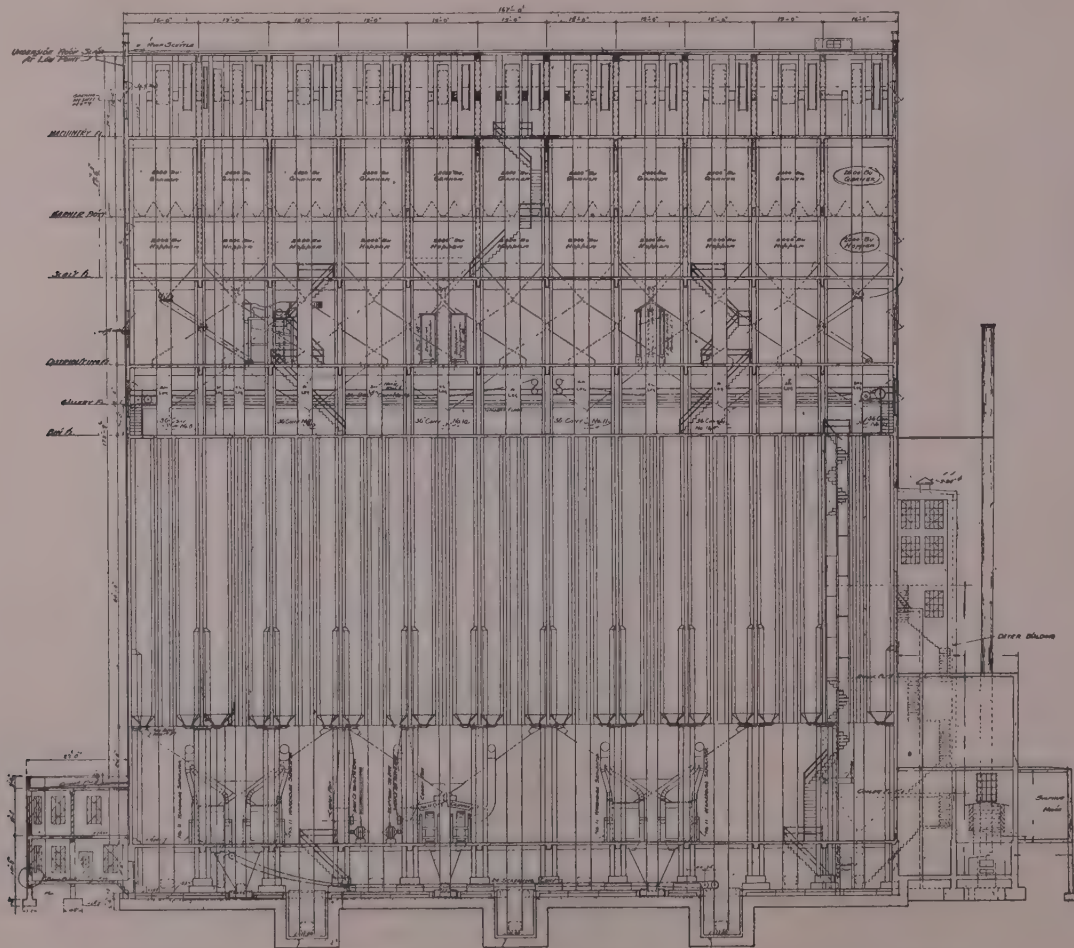
The plant is of reinforced concrete construction, of 1,500,000 bus. capacity, and comprises work house, storage annex, drier house, bleacher, office building, transformer house and track shed.

Each of the four tracks in the shed has three concrete receiving sinks so that 12 cars can be unloaded at one time and the hoppers are long enough so the cars need not be uncoupled. Nearly 5 miles of tracks serve the elevator and 96 cars can be spotted for unloading at one time.

Three conveyor belts under the sinks deliver grain to three receiving elevator legs of 15,000 bus. capacity per hour each. These deliver to 3 concrete garners in the cupola, serving 3 2,000-bu. scale hoppers. From the scales the grain is distributed by Mayo or fixed spouting to the bins of the working house or, by the 6 conveyor belts, to any one of the storage bins in the annex. A longitudinal transfer belt in the cupola makes it possible to deliver grain to any bin in the house.

Grain to be cleaned is spouted from the working house bins to four No. 11 Invincible Grain Cleaners on the first floor, elevated to cleaner garners in cupola and run upon the scales. The screenings from the cleaned grain reach the cupola by a longitudinal belt in the basement and a screenings leg at one end of the working house. Grain may also be spouted to two No. 11 Invincible Oat Clippers on the first floor.

The drier receives grain direct from a garner or from the longitudinal transfer belt in the cupola. The dried grain is spouted to the drier leg and returned to the upper part of the working house. The longitudinal transfer belt also delivers grain to the Reynolds bleacher, by way of the drier garner, and is returned to the cupola by the drier leg. One of the bins of the working house contains a cooler. On the distributing floor are six double needle machines, two Richardson Separators and one Monitor Screenings Separator. The equipment includes a mustard seed machine, 2 dust packers and one grain sacker.



Longitudinal Section Plan of New 1,500,000-bu. Concrete Elevator of C. & N-W. Ry. at Milwaukee, Wis.

Electric power is used thruout, the current entering thru a fireproof transformer house. The 58 electric motors range from 5 to 150 h. p. and total 2,145 horse power.

The storage annex contains 138 bins ranging in capacity from 2,390 to 11,320 bus. each, 72 of them being circular and the others interstice bins, with a total capacity of 1,246,452 bus. The 87 bins in the working house have storage capacity

for 328,962 bus. The working house is 190 ft. high and the storage annex 90 ft. high.

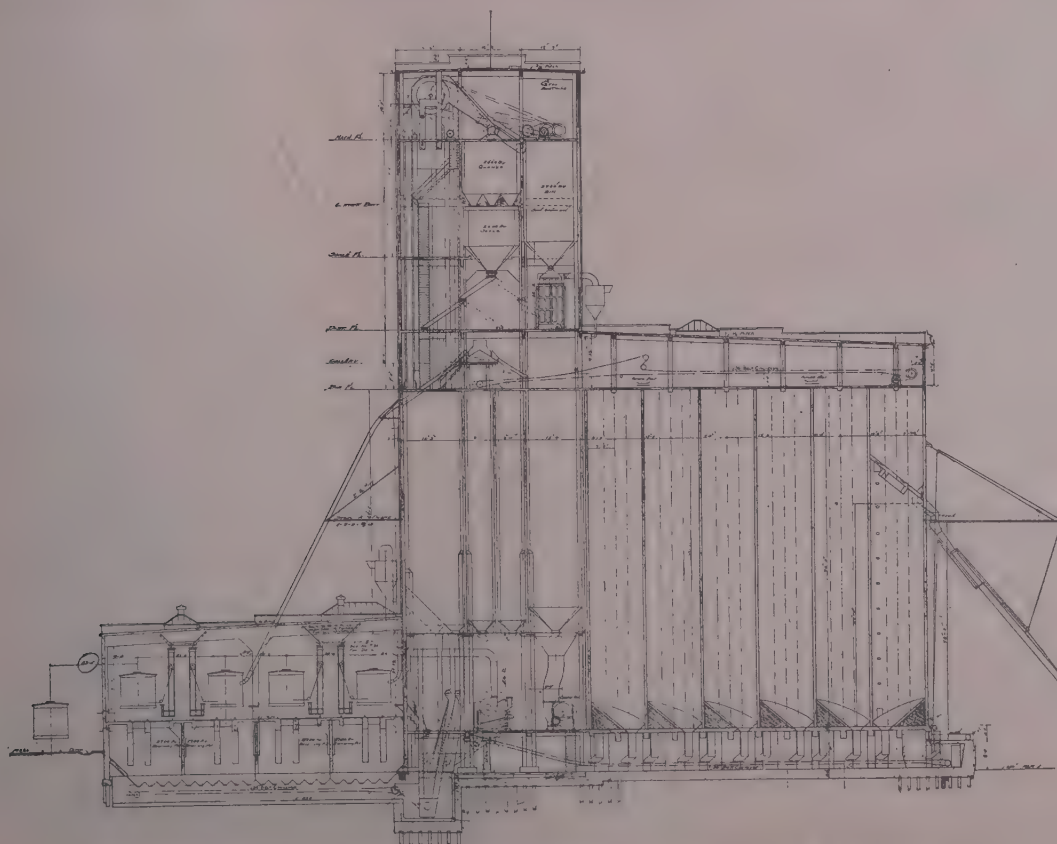
Under the bins of the annex are four 36-inch conveyor belts delivering to four 15,000 bus. shipping legs, which elevate the grain to four shipping garner and scales, from which the grain goes over 6 conveyor belts to 6 double shipping bins on the dock side of the annex. Gravity spouts

deliver the grain from the shipping bins to the hold of the vessel.

Reproduced in the engravings herewith, for which we are indebted to "Doing in Grain" are longitudinal cross section, plan and a fotograf of the completed plant. The plant was designed by Max Toltz and has been leased by the Chicago & Northwestern Ry. Co. to the Updike Grain Co. It was erected by the Barnett McQueen Co.



New 1,500,000-bu. Concrete Elevator of Chicago & Northwestern Ry. at Milwaukee, Wis.



Cross Section Plan of New 1,500,000-bu. Concrete Elevator of C. & N.-W. Ry. at Milwaukee, Wis.

Illinois Farmer Grain Dealers Meet at Decatur.

The 14th annual convention of the Farmers Grain Dealers Ass'n of Ill., opened at Decatur on Oct. 11 with the customary songs. Meetings were held in the high school auditorium. The opening session was well attended by directors of elevator companies, managers and grain solicitors from the terminal markets, the stockholders however outnumbering the others two to one. Throughout the two days the songs written for their benefit were sung and short periods of entertainment were provided for their enjoyment at each session. Each speaker was careful to tell only the type of story or anecdote which would appeal to the grower. In appreciation of this the farmers were faithful unto the last in the matter of attendance and loudest in the applause, even to stamping of feet, after every speech or bit of humor.

Pres. A. C. Rice, Jacksonville, called the first session of the convention to order shortly after 10 o'clock on Wednesday, after a half hour's entertainment consisting of singing and shouting of songs. Following invocation by C. E. Jenney and an address of welcome by J. S. Baldwin, corporation counsel, the response for the Ass'n was delivered by Henry C. Shafer of Illiopolis.

V. E. Butler of Minneapolis, Minn., the drawing card of the day, was accorded a place on the program immediately following the opening preliminaries. He read a very interesting paper on the grain business which is quoted elsewhere in this number.

Pres. Rice announced the appointment of the following committees:

Auditing: F. W. McLaughlin, Ashland; H. J. Wernsing, Harvel; and Edw. Rompf, Somonauk.

Nominating: A. H. Dysart, Peru; J. H. Henebry, Plainfield; Geo. Brunskill, Pontiac; Ernst Larimer, Galesburg; T. R. Cain, Arnold; Roy Jones, Monticello; and Wm. Clark, Towanda.

Carl S. Vrooman, Ass't Sec'y of Agriculture, was the first speaker of the afternoon. He told of the benefits to the farmers and the co-operative movement of recent legislation, exploiting particularly the Rural Credits Bill and the United States Grain Standards Act. He emphasized the need of getting rid of insect pests which might thrive in the fields all winter, and advocated liberal fertilization, not only with manure but with lime, phosphorus, potassium, or whatever nourishment was lacking in the soil. He also commended the work of the county agent, saying that a good man in that position was often worth a hundred times the salary provided. In speaking of the Grain Standards Act, Mr. Vrooman said: Under the grain standards act, grain inspectors are to be licensed in the future, and the farmer has the right of appeal to the Department of Agriculture if he thinks he has not received a square deal. In a few weeks we will have our inspectors over the country, and the law will take the gambling feature out of the grain industry to a large extent, reducing it to a legitimate basis. Good grain will be worth more than poor grain and the farmer will have an incentive to work for good quality, knowing that he can get the right kind of a price for his efforts.

F. H. Maddox, elevator manager at Chatham, spoke of the relations between manager and stockholders. Lawrence Farlow, manager at Fisher, gave his ver-

sion of the trials and rewards of co-operative elevator managers.

Wm. G. Eckhardt, farm advisor of De Kalb County, spoke on the subject of scientific fertilization and crop rotation, urging the growers present to work for larger yields of better grain.

The evening session of the first day was given over largely to politics. After listening to a lengthy address by Miss Florence King of Chicago the delegates were unanimous in carrying a motion asking for a national amendment providing for woman suffrage.

The advantages to the community brought about by the elevator movement, when everyone remained loyal, were enumerated by Hugh Greigg of Oneida. He called special attention to the common need of closer relationship and greater intelligence on the farm. A few moments were devoted to entertainment, after which the meeting adjourned for the day; but the singing and shouting was continued in the lobby of the Orlando until past midnight, when those who were less enthusiastic than others retired for the night.

Thursday's Sessions.

F. M. Myers, Fort Dodge, Ia., was the first speaker of the second day, his assigned subject being "Iowa and Her Grain Problems." He explained however that this subject was not of his choosing, as there was another dearer to his heart. This proved to be the internal strife in all of the co-operative ass'ns, and responsibility for the trouble was placed with one of the co-operative trade papers, which he said claimed to be the official mouthpiece of co-operation tho it was really nothing more than a disturber.

J. W. Shorthill, York, Neb., followed the Iowa delegate, telling of the problems in Nebraska, of the different types of people within the state, and how it was necessary to deal individually with each type.

The afternoon session was called to order by Pres. Rice at 2 o'clock. H. J. Farmer of Airlie, Minn., was the first speaker and he entertained the visitors for over an hour with a comical analysis of Minnesota's problems. He was proud, he said, of being a farmer but had always regretted that his name "gave him away."

Sec'y A. N. Steinhart of Bloomington gave a brief talk on the value of the Ass'n, and Charles Adkins of Bement delivered his lecture on co-operation.

The evening, or closing session of the convention was attended by few except growers, despite the fact that the speaker of the evening was the distinguished Hon. Frank Funk of the Ill. Public Utilities Commission. After a few minutes of entertainment Mr. Funk was introduced. He said:

All the railroads belong to the American Railroad Ass'n, and under its rules cars need not be returned to the road which owns them, but may be used at the rate of 45 cents per diem. The scarcity of cars makes it highly profitable for the roads in the east to pay the 45 cents a day and use the cars, and the proprietary roads have to abide by the rules of their ass'n.

Last February, under pressure, an agreement was made under which for every 100 cars received in the east, 125 cars were to be returned. This agreement has not been observed, and even if it should be observed, it would take a long time for the thousands of cars to get back to their rightful owners, and in the meantime grain shippers have to suffer.

England controls 90% of the vessels that take grain across the sea, and England is now at war, determining what goes out of our ports, according to her needs. One exporter had planned to ship out a large quantity of grain, but found at the last moment that the vessel had been commandeered by the British government for

a more urgent purpose. Galvanized iron pipe was needed to take water to soldiers in a new military camp in Egypt. The cars of grain had to wait. That is just an instance.

In Illinois we have been confronted with the problem of distributing what cars we did have. The law which created the Public Utilities Commission provided that in times of car shortage they should be distributed "in proportion to their immediate respective requirements." I am not a lawyer, nor do I think that any lawyer could interpret that language. Each road interpreted it in its own way.

I called Mr. Steinhart, E. B. Hitchcock of the State Grain Dealers Ass'n, the cash part of the Board of Trade, and the railroads to a conference with the Public Utilities Commission in Springfield. I tried to get ideas from each as to what the law meant, and received pretty nearly as many opinions as there were people there. We did the best we could, finding out how much was shipped from each station on the roads during the last fiscal year and determining the proportion of each station to the total number of cars. But I realize that we're just swimming on the surface. The big problem is to get more cars, not to worry about the few we do have.

Officers selected by the Nominating Com'tee, were unanimously elected as follows:

Pres., J. C. Saylor, Cissna Park; First vice-pres., John Miller, Galva; Second vice-pres., George Brunskill, Pontiac; Treas., Harry M. Wood, Delavan; Directors—Hugh Greigg, Oneida, and H. J. Wernsing, Harvel.

A. C. Rice, retiring president, was extended a vote of thanks for his services during the last year, and thru J. C. Saylor, president-elect, was presented with a sterling silver pitcher in appreciation of his efforts.

Following adjournment the Board of Directors met in the room of Sec'y Steinhart at the Orlando Hotel, to issue a call to other state ass'ns, asking that they join in a national convention at Chicago from Dec. 4 to 9. This convention will discuss means of refinancing the state bodies, placing them on a uniform basis and the forming of a more perfect national organization.

Convention Notes.

Only 114 managers were present out of a total of 439 delegates.

E. N. Williams, Nashville, Tenn., papered every available space with his special convention and war news.

Galesburg was the successful bidder for the 1917 convention, H. F. Drury and Frank Faulkner winning against representatives of Peoria and Springfield.

Mazon won the first prize of \$30 for automobile attendance at the convention, computed on a mileage basis. Leland won the second prize and Royal the third.

Registration was in charge of C. B. Sindex of the Grain Dealers Fire Insurance Co., Indianapolis, Ind. Other representatives of the same company were Gage McCotter, Geo. E. Traut and V. E. Butler.

Bloomington's second annual corn show was advertised extensively by a large delegation headed by W. V. Evans of the Bloomington Commercial Club. Every grower present "allowed" as how he was going to capture a share of the \$1,500 which will be awarded as premiums.

CAPT. L. S. PETERSON, connected with the Norwegian Chamber of Commerce, was on the Kansas City Board of Trade recently. He is trying to promote the business of grain exports from America to northern Europe thru the American branch of the Norwegian organization, so that section will not be so dependent upon Russian wheat and the Liverpool market.

A New Elevator and Mill.

When L. E. Slick entered the grain trade at Bloomington, Ill., seven years ago, he saw a big future for the city, as the center of the famous United States Corn Belt. He saw that Bloomington lacked adequate terminal facilities to make it a booming corn and oats market. The new terminal elevator and mill properties of L. E. Slick & Company are the result of his efforts along this line. Both elevator and mill have just been completed, and the plant is already operating to capacity.

The elevator section was designed personally by Mr. Slick after a careful study of many country and terminal houses, and it consequently embodies the good features of both large and small plants. For instance, it is possible to load two cars simultaneously, or one may be loaded while another is unloaded, without interfering in any way with receiving grain by wagon, which is handled on the opposite side of the elevator from the loading and unloading tracks. The storage capacity of the new elevator is 85,000 bus., while the mill provides storage for 50 carloads of flour and feed. Elevating capacity from the cars is one carload every 15 minutes.

The track from which cars are unloaded is between the building and the loading track, and under it is a steel and concrete receiving sink. A steel leg with 8x16 inch buckets elevates the grain to the cupola where it is weighed and then spouted to any bin in the house, or direct to the mill adjoining the elevator. A Hopper Scale with type registering beam is used in weighing carlot grain, and a draft of 120,000 lbs., or a full carload, is accommodated at one time.

In size the elevator is 34x40 feet, with 60 foot bins. Towering above the top of the bins, however, is a 40 foot cupola, making the total height 100 feet. The cupola is of frame construction with a combination steel and asbestos fire proof covering, roof of the same material, and the balance of the plant is of steel and concrete. The elevator storage is divided into 16 separate hopped bottom bins, all 60 feet deep. Additional storage space of 24,000 bus. is provided in two 18-foot

cylindrical concrete bins adjoining the elevator. These are also 60 feet deep.

Office, wagon scale and dump are on the side of the elevator opposite the track shed, where a separate leg with 7x16 inch buckets elevates to the cupola that grain which is delivered locally. This grain as well as that from the track side is spouted to any of the storage bins or into the mill direct from the cupola. The only wood about the entire plant is the floor over wagon dump, where the more durable concrete was not adaptable. Even the windows are of steel framing with fire-proof glass.

On the working floor of the building a grain cleaner of 5,000 bus. per hour capacity has been so placed that grain can be spouted directly into the machine from any bin in the house. This is true of all other equipment on that floor, including the large oat clipper, automatic sacker, and weigher. Every machine in the building as well as the individual legs are operated by separate motors, of which there are five, making it possible to operate one machine or all at a minimum of expense.

The Slick Mill, adjoining the elevator, is the old Hungarian property, which has been doing service at its present location for many years. The building was recently purchased by L. E. Slick & Co. and entirely dismantled. After being remodeled and made absolutely fire-proof, the most modern of milling machinery was installed, making the present plant one of the most up-to-date in the corn belt. Its grinding capacity is 15 carloads per day in addition to the 200 barrels of the famous Kossuth brand of flour, made in Bloomington for the last 20 years. The mill building is 50x60 feet in size and four stories high, with basement, and is of brick and concrete construction. Every detail in the construction of the new plant has been carefully watched by Mr. Slick during its entire construction.

In addition to the manufacture and the blending of flour, the company makes corn meal, alfalfa-molasses-grain mixed feeds, poultry feeds, cracked corn, etc. They have a large, efficient sales force covering their trade territory regularly, selling not only goods of their own manufacture, but flour, millfeed and other

goods which they handle in a jobbing way.

Sprout, Waldron & Co. furnished the machinery for the mill, and B. S. Constant Mfg. Co. furnished the equipment for the elevator.

L. E. Slick has been in the grain business all his life, but until seven years ago, when he entered the trade at Bloomington, he had never embarked on his own account. After organizing L. E. Slick & Co. one of his first discoveries was the growing demand for manufactured feed, and this demand, together with the need for greater terminal facilities at Bloomington, led eventually to the erection of the present Slick properties, in which are interested besides Mr. Slick, several of the best known business men of the city.

Water Bought at Grain Prices.

The weight of the water which is contained in varying proportions in all grain, flour and cotton seed should be subtracted and only the dry material considered in making sales and purchases, say grain standardization specialists of the U. S. Department of Agriculture. Such a method is fair, they declare, for producer, dealer and consumer alike. The percentages of moisture in different lots of grains and seeds and their products are always appreciable and sometimes very high. The purchaser who merely buys such products by weight or volume, therefore, without consideration of moisture content is often paying a grain price for considerable quantities of ordinary water.

The advantages in trading on a dry matter basis are not confined to the dealer, but are shared by the producer. Because grains as they come from the farm often contain such large percentages of moisture that they are in danger of fermenting or molding, dealers take a risk in handling them. For this reason the prices paid to farmers should be placed low enough to compensate for probable loss due to evaporation and for the cost of artificial drying. The average price struck is usually lower than the farmer with low moisture content grain would receive on a dry matter basis and, therefore, penalizes good farming methods. The general adoption of the dry matter basis would, on the other hand, place a premium on better farm practices, resulting in the production of dryer grains.

THE VOLUME OF EXPORTS of beans from Hongkong, China, is considerable, but very little of this product is shipped to the United States from this port, most of it going direct from northern Chinese ports. Most of the beans handled in Hongkong are of grades far inferior to those demanded by the American market, as practically no beans of exportable varieties are produced in South China. It is likely that some trade could be done in the Chinese white bean as a substitute for the American navy bean, and in the Chinese red bean as a substitute for the American red kidney bean. There are also on the market varieties known as the yellow, the black, and the green or Mongo bean. The last-mentioned class is a notable item in the export trade from Hongkong to the Philippines, shipments to the islands at present running at the rate of about \$75,000 annually in value. Some beans are now shipped from Hongkong to the United States, amounting in 1915 to about \$31,000, but they are imported into the United States chiefly for the use of Chinese residents.—George E. Anderson, Consul Gen'l, Hongkong, China.



New 85,000-bu. Elevator and Mill of L. E. Slick & Co., at Bloomington, Ill.

Bloomington's Corn Palace.

Bloomington, Ill., opened its second annual Corn Palace and Grain Show on Oct. 18. The event was originally scheduled for a 10 days' run, but owing to inclement weather during the first four days the show will be continued after the original closing date.

Grain Dealers' Day was celebrated Oct. 21. Tho the attendance was not up to expectations, those who braved the rain and snow saw a display which well repaid them for the trip. As the majority of the audience were farmers from nearby towns the speakers devoted most of their talks to farm subjects, but the grain dealer and elevator manager were remembered by Lee G. Metcalf, Illiopolis, Ill., and Carl Vrooman, Ass't Sec'y of Agriculture, Washington, D. C.

John L. Messmore, St. Louis, Mo., acted as chairman, calling the meeting to order at 2 o'clock. After a number of character stories he introduced A. C. Rice, Jacksonville, Ill. Mr. Rice told of the problems which the co-operative and regular grain dealers were trying to solve for the benefit of the farmer.

Lee G. Metcalf was introduced as the big "X", being an ex-president of both the state and national ass'n's of grain dealers. He said:

In speaking of co-operation, I believe you growers of grain can co-operate in a definite direction to better the conditions which surround us. In an effort to overcome the things which do not bring us peace and happiness we have associated ourselves, or co-operated to help bear each other's burdens. We are moved onward and upward by carrying the joys and sorrows of each other.

Much has been done toward a better production of cereals in the country. I want to call your attention to a matter which is not receiving the attention it merits. That is the big need for better harvesting and housing for your grain. After we have produced a big crop of grain it is not properly taken care of. I would like to hear more said about the better harvesting and housing of this grain, as well as the better marketing of it. If better storage equipment were provided on your farms better prices

would result because the grain would go into commerce as the commerce needed it.

H. W. Danforth, Washington, Ill., delivered a short lecture to the farmers present on co-operation, after which Carl Vrooman addressed the convention. He said:

We farmers are always facing disappointments. Last year I obtained a yield of 47½ bushels to the acre; a cloud burst washed two-thirds of my wheat down the stream. But the farmer is one of the best sports in the world. His profession is more of a gamble than any other, except perhaps that of matrimony. And the farmer, to show you what a good sport he is, engages in both.

Isn't there some lesson which we can apply on our farms and in the terminal markets which will give us a new spirit? I believe there is. The lesson of the world's war has not fallen upon dead ears. Power comes to human beings only in proportion to your uniting your efforts to a common purpose. What we need most is nationality; we must develop more and more in a national spirit, realizing our duties and responsibilities. That is nothing more than co-operation on a national scale.

Mr. Vrooman's talk concluded the speaking for the afternoon and the visitors spent the balance of the day inspecting the exhibits and marveling at the construction and decoration of the corn palace. The stage was beautifully decorated with grain of all kinds, while two pillars on either side were built of variously colored ears of corn. Above the whole was an American flag and the inscription, "Peace and Plenty," all worked in corn.

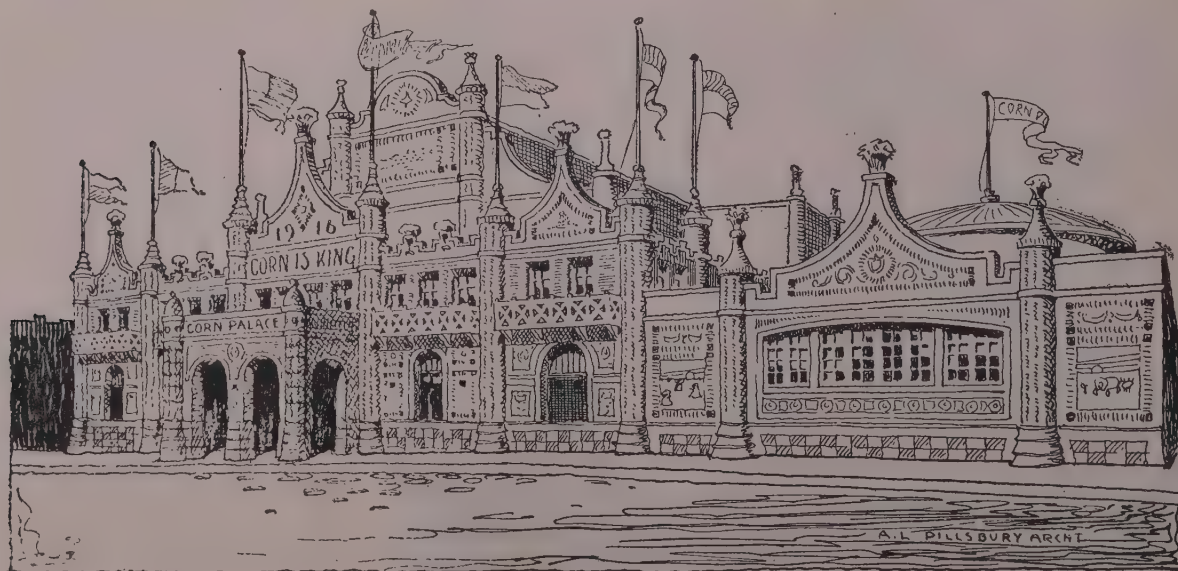
The big coliseum had been rented for the occasion, but the building had lost all semblance to anything but a real corn palace. The exterior was, so far as the eye could detect, made of ears of corn cemented together as is done with bricks. This effect had been obtained by first covering the building with a siding of wood, after which the ears of corn, split longitudinally, had been nailed to the wood. A temporary structure had been erected along one side of the coliseum

to house the overflow exhibits and this building also was decorated in a similar manner. Electric lights were strung around the top of the building and the words "Corn Is King" were emblazoned in large letters each evening. Corn stalks had been stripped to represent bamboo, and these were used on all of the windows to give the effect of bars.

Upon entering the building, thru a canopy of corn, the view was a vision of white and yellow. Displays were arranged on tables extending the width of the building, each of the long table tops forming a pyramid. Four rows of exhibits were lined on each side of a table, an average of 22 displays being given to each row. The tables were trimmed in yellow and white linen and crepe, these colors forming a harmonious background for the corn with which they were laden. Plants and ferns surmounted the table tops, and upon the ridge of the most conspicuous table, between bowers of ferns, the large loving cup of the Chicago Board of Trade added attractiveness to the whole. At one end of the same table was a reproduction in kernels of corn of a silver dollar, while a soil map of Illinois graced the opposite end. Both of these pieces of art were made by Wm. Brigham, ass't sup't of schools, and many months had been spent in their construction. The map measured three feet in size, while the dollar was thirty inches in diameter. More than 25 varieties of corn were used in each design.

Booths were arranged along either side of the interior, the University of Illinois occupying one entire length of the building. The opposite side was devoted to the exhibits of seeds. Between the booths, the stage and the display tables, a space about 75 feet square provided ample room for dancing in the evenings, while in the afternoons several hundred chairs were placed in rows during the daily vaudeville performance.

Gen'l Manager Hudson of the Commercial Club and his Publicity Manager, W. V. Evans, deserve credit for the success of the show. These two optimists, with the Bloomington grain men, have worked incessantly to bring the 475 exhibits which are displayed, under the coliseum roof.



Corn Palace at Bloomington, Ill.



E. M. Wayne, Delavan, Ill.; J. S. Wiley, Chicago, and Frank Funk, Bloomington, at the Corn Show.

ELECTRIC LIGHTING in grain elevators can be improved by substituting for the common carbon filament bulbs the newer tungsten or the nitrogen bulb lamps, the latter giving three times as much light from the same current. Care must be taken, when putting in one or more of the newer style lamps, in a series of five, when current is taken from an interurban line at 550 volts to have the wattage of the new lamps the same as that of the old ones in the string of five, in order to retain the highest efficiency. If a complete set of the new lamps is substituted for the string of five results will be better. Underwriters condemn the use of lamps in series in a building, as all 5 lights must be burned at one time, and if one of them gives out it throws too much current on the remaining lamps.

A WHEAT known as Illini Chief, claimed to be practically Hessian fly proof, has been perfected by Edward L. Gillham of Edwardsville, Ill., after nine years of effort. Tests of the wheat are being made by the U. S. Gov't, and the state universities of Illinois, Missouri, Kansas, Indiana and Ohio are also conducting experiments with it at their stations. Prof. S. A. Forbes, chief agronomist of Illinois, says there is a possibility that the stalk of this wheat is too wiry and tough for the insect. In tests made in Hessian fly territory, both in Illinois and Kansas, the loss from fly ravages was very small, and the stalks showed that while the fly had attacked them it died almost immediately. The originator of Illini Chief wheat advises early planting, so as to obtain a strong stand, and says the wheat will take care of itself.

ACCORDING to the estimate of the Food-stuffs Com'te of Russia, which has been gathering data from the various growing sections of the Empire, the average yields in bus. per acre for a period from 1901-14 of the main crops were as follows: Winter wheat, 12.7; spring wheat, 10.2; rye, 11.5; barley, 14.5; oats, 20.75. Winter wheat in 1916 averaged in bus. per acre 14.5, spring wheat, 7; rye, 13.7; barley, 14; and oats, 22. This compared with 1915 as follows: Winter wheat, 16 bus.; spring wheat, 10; rye, 13.2; barley, 14.5, and oats, 22. The likely yields of the chief crops this year, according to data supplied by agriculturists in 49 governments of the Empire are given as follows: Winter wheat, 266,093,600 bus.; spring wheat, 260,817,200 bus.; rye, 886,230,400 bus.; barley, 369,110,820 bus., and oats, 654,550,000 bus.

FOREIGN ADVICES are not of the best in some of the big yielding countries like France, Russia, Italy and the Argentine. In Russia, it is reported that the weather has been unfavorable for harvesting, while threshed grain on the ground is being subjected to bad weather. Public reports which are supplemented by even worse private reports, indicate that the Argentine is experiencing the worst drouth in its agricultural history, and this drouth is affecting most seriously both wheat and flax. Grain is being rushed in fairly fast from all quarters and receipts would be possibly greater even now, if sufficient cars could be had. This rush will undoubtedly cease to a large extent in another month, and what reserves are left in the country will likely be tightly held. General sentiment seems to be for higher prices of wheat, corn and oats.—H. Poehler Co.

CASH DEMAND for corn is reported as good by the leading long interest, but the entire balance of the trade cannot find an outlet for the old corn. The country is full of old corn, but they cannot get cars to ship it. The new crop is just about to move and goodness knows where the demand will arise to care for it or room be found to store it. We are firm believers in these unusual prices readjusting to a normal level and think that the first movement of new corn will gradually exert pressure on the futures which will bring this about.—W. H. Perrine & Co.

RUSSIAN WHEAT in large quantities is being exported to the White Sea since the closing of the Dardanelles, which has had the effect of diverting the shipments from the Black Sea to this route, rather than cutting off exports from Russia entirely. Almost all the wheat producing region in the country is fairly accessible to Archangel by water. Immense quantities of wheat have been taken to Archangel by barges and river boats in the Volga by way of the canal connecting the Volga with the Dwina which empties into the White Sea near Archangel, where it is loaded on to ships bringing in war supplies and brought to England and France. Because of the cold and ice this exportation can continue only during the summer months, but most of the surplus wheat has been shipped out, as there are no large stocks remaining in the country from previous harvests, as has been supposed. The true amount being shipped out is not known, however, as the Government itself has charge of it, and is averse to publicity in the matter.—Henry D. Baker, former U. S. Commercial Attache, Petrograd.



Some of the Grain Dealers in Attendance at the Bloomington Corn Show on Grain Dealers Day, Oct. 21.

Grain Carriers

PITTMAN & HARRISON Co., grain and seed dealers of Sherman, Tex., in a complaint against the St. L. S. F. & Texas Ry., attack the rate of 30c on a shipment of oats from Gunter, Tex., to Franklin, La., alleging the rate should have been 20c. A refund of \$38 is asked.—P.

THE ST. JOSEPH GRAIN EXCHANGE has intervened in the case of the Omaha Grain Exchange against the C. R. I. & P. Ry., on the ground that reduction of Omaha grain rates would result in undue discrimination against St. Joseph's grain dealers, unless accompanied by a similar reduction from St. Joseph.

THE LAKE CARRIERS ASS'N expects that grain shipments both from the American and Canadian Northwest will be concluded with the close of navigation this season, and that nothing will be left for shipment in the spring. The estimate of the Lake Carriers Ass'n is that the total of American and Canadian shipments will not exceed 125,000,000 bus. this season.

PROTESTS are being made by the New York Produce Exchange against a proposed increase of 1c per 100 lbs. in the cost of moving export lake grain from Buffalo, Erie and Fairport to New York, which is announced to go into effect Nov. 1. The rates will not go into effect without a contest. It is expected the Produce Exchange Com'ltee will file a protest with the Interstate Commerce Commission.

A LARGE NUMBER of the railroads are building freight cars. The B. & O. is inquiring for 1,000 freight cars; also the Atlantic Coast Line. The N. P. is building 500 box cars in its own shops. The Pere Marquette will build 1,500 40-ton wooden box cars, and the C. N. W. will purchase 1,500 30-ton wooden box cars. The C. M. & St. Paul will start building a new lot of 1,000 box cars in its own shops as soon as possible.

THE TARIFF of the Cincinnati, Hamilton & Dayton Ry. for non-absorption of switching charges of connecting lines at Cincinnati on car shipments of grain originating at local stations of the Cincinnati, Indianapolis & Western Ry. has been suspended by the Interstate Commerce Commission from Oct. 1 to Jan. 29, 1917. Under present rules connecting lines switching charges are absorbed by the C. H. & D. Ry.—P.

THE GRAIN CARGO of the steamer Mecosta, refused by the union grain trimmers at Buffalo, N. Y., was unloaded only after a telegram had been received from T. V. O'Connor, pres. of the International Longshoremen's Ass'n, ordering it done. The wire warned the captain that the use of nonunion grain trimmers in the loading port would mean trouble in the future. The Mecosta was loaded by nonunion trimmers in Duluth.

INTERIOR SHIPPERS of the Southwest are holding nearly 1,000 cars of wheat on Kansas City tracks. Some of the consignments are low grade for which there is a limited demand. Other shippers are holding for higher markets. Demurrage and track storage charges amount to \$2 per car per day, and while this means a daily revenue of \$2,000, it is asserted that the carriers could earn considerable more money if the equipment was not used for storage purposes.

RELIEF MEASURES for the car shortage situation in the northwest were taken by the Minnesota Railroad and Warehouse Commission recently. An appeal to the Minneapolis Chamber of Commerce resulted in assurances that prompt action would be taken toward relieving a partial tieup in the Minneapolis terminal. Railroad presidents were asked direct to cooperate in the movement. Complaints had been received that many grain elevators in the state were full and cars could not be obtained to move it.

THE FOLLOWING GREAT NORTHERN CARS loaded with grain were set in on a siding at Franklin, Mont., on Oct. 6: Nos. 122483, 210227, 120276, 205671 and 10850. No. 16127 was set in on Oct. 15. These cars show no evidence of leaking, but show evidence of hot boxes, and are still here on track on Oct. 17. It is readily seen what a difference it would have made if these cars were properly cared for and had gone thru to destination without delay.—R. W. Watts, mgr., Farmers Elevator Co., Franklin, Mont.

CHANGES in the rules of practice before the Interstate Commerce Commission affecting the time of filing data to be offered at hearings has been proposed for the purpose of giving time to adequately analyze such data. Amendments propose that all rate compilations and tabulated statements to be offered as evidence be filed at the time complaint is filed, and similar data in answer thereto be filed 30 days thereafter, and that rebuttal statements be filed 15 days after the service of the tabulations filed by the defendants.

A HEARING on the question of suspending Tariff No. 2-B, issued by Mr. A. C. Fonda, manager of the Texas Tariff Bureau, effective Nov. 1, was held in Washington, D. C., Oct. 19 by the Interstate Commerce Commission. Sec'y H. B. Dorsey, Fort Worth, Tex., sec'y of the Texas Grain Dealers Ass'n, represented that body at the hearing. The Commission in their order 8418, which fixes rates on grain on all Texas points, is practically usurping the rate making power of the Railroad Commission of Texas, says Mr. Dorsey.

ARGUMENTS in the export grain case were recently heard by the Interstate Commerce Commission. Herbert J. Sheridan, traffic manager of the Baltimore Chamber of Commerce, represented that body and H. J. Campbell, the Baltimore interests. C. J. Rixey represented the carriers. The grain men of Baltimore contend that the Atlantic rates should not be changed without a corresponding change in the rates via the Gulf ports. The advance called for by the tariffs in question is $\frac{3}{4}$ of 1c on grain and $\frac{1}{2}$ of 1c on grain products.

ARGUMENTS were recently presented on the matter of the railroads proposed increases of rates on export grain from Colorado to Galveston before the Interstate Commerce Commission. A. S. Brooks for the Colorado & Southern and Rock Island Rys. contended that the railroads are entitled to a spread of 10c as between the domestic and the export rates under previous decisions of the Commission involving Kansas rates, and that there is much greater justification for it in the Denver movement, not only because of serious operating conditions in that field, but because of less density in traffic. Mr. John B. Daish for the Denver grain interests pointed out the fact that the grain exporting business of Colorado is rapidly increasing and will in a short time be of great volume.

SUIT to enjoin the Arkansas Railroad Commission from enforcing its recently promulgated standard freight distance tariff on rough rice and other commodities was filed in the U. S. District Court at Little Rock, Ark., Oct. 12, by attorneys for the C., R. I. & P. and St. L., I. & S. Rys. The railroads lately put into effect rates on these products higher than those permitted by the state commission's tariff, claiming authority for the advance under a decision of the Interstate Commerce Commission on rates between Arkansas points and Memphis, Tenn.

A RECORD CAR SHORTAGE is reported by the American Railway Ass'n on Sept. 30, 1916. The total shortages on Sept. 30, 1916, were 87,231, compared with 64,917 on Sept. 1, and with 10,010 on Oct. 1, 1915. The total surpluses on Sept. 30, 1916, amounted to 26,201 cars, compared with a total of surpluses on Sept. 1 of 45,044 cars, and with 88,341 on Oct. 1, 1915. The net shortage is 61,030 cars, distributed about proportionately among all classes of cars. Box car shortages are 45,879, surpluses 12,863; thus a net shortage of 33,016 for this class.

EDWARD P. SMITH, attorney for the Omaha Grain Exchange, who will handle the suit being brot by various grain markets to test the legality of tariff rules of carriers providing for deduction for natural shrinkage in settlement of claims, states that he is endeavoring to get the various carriers at the Missouri River to consent that if claimants accept for the present payment of their loss and damage claims, making the deduction provided for in the tariff, and the tariff should finally be declared illegal, they will entertain supplemental claims for the difference. None of them have yet declared their willingness to do so, but Mr. Smith believes that they will agree to the arrangement.

THE ELEVATOR CHARGES on grain at Kansas City are attacked in a complaint against the Northern Pacific Ry. made to the Interstate Commerce Commission by the Lexington, Mo., and Sweet Springs Mo., Milling Companies, who state that large amounts of grain bot by them is transferred thru Kansas City elevators, on which they have to pay the public elevator charge of $\frac{3}{4}$ c for unloading and loading for shipment to Lexington or Sweet Springs, as the railroad does not absorb the cost of elevator transfer. It is alleged that various mills do not have to pay these charges, giving them an advantage over mills which have to pay the charges, and a reasonable rate is requested; also a refund of \$1,625.—P.

GRIEVANCES of the Chicago grain interests against the break-bulk rates of the Pere Marquette and Grand Trunk Rys. from Milwaukee east were presented before the Interstate Commerce Commission recently. The Chicago Board of Trade was represented at the arguments by H. J. Campbell, the Milwaukee Chamber of Commerce by George A. Schroeder, the Pere Marquette by George C. Conn, the Pere Marquette steamers by F. T. Reynolds. Over a route of steamers from Milwaukee to Ludington these railroads maintain a rate to eastern points 1c less than the all-rail rates from Milwaukee or Chicago. The Chicago Board of Trade wants the all-rail rate lowered or the so-called "break-bulk" rates raised, so as to make the two rates equal, giving both cities an equal chance to compete for western grain for export to eastern destinations.

Feedstuffs

THE ALFALFA MEAL MILL of W. F. Edwards at Reno, Nev., was destroyed by fire on Oct. 10. Fire broke out at 1:45 o'clock in the morning.

A FIRE said to have been started by small boys recently destroyed the feed and hay plant of David McMullen, Jr., Philadelphia, Pa. The loss is estimated at \$20,000.

THE GRAIN BELT MILLS Co., St. Joseph Mo., will commence operations in their new plant on Nov. 1. The plant, which cost \$150,000, will be used for the manufacture of a forage feed.

THE VIRGINIA FEED & MILLING CORPORATION has been organized at Alexandria, Va., with a capital of \$10,000. Alvin G. Partner, Washington, D. C., is pres. and Geo. H. Benchert, Axelandria, sec'y-treas.

ANNUAL MEETINGS of three feed ass'ns are scheduled to be held at Washington, D. C., during the week beginning Nov. 20, viz., the Ass'n of Feed Control Officials, the Ass'n of Official Agricultural Chemists and the American Feed Manufacturers Ass'n.

A FEEDING STUFFS report issued recently by the Pennsylvania Dept. of Agriculture, as Bulletin No. 280, gives a full account of the work performed by the Bureau of Chemistry during the year 1915, and contains some valuable statistical data showing results of analyses made of various brands of feedstuffs sold in that state.

A NEW FEED WAREHOUSE with a capacity of 2,000 tons of alfalfa meal was recently added to the plant of the Otto Weiss Milling Co. at Wichita, Kan. The Otto Weiss Milling Co. has had a remarkable growth, having developed from a small poultry feed plant in 1902 into the largest institution of its kind in the world. Its principal products are alfalfa foods and poultry foods.

T. L. WALKER of the Miller-Jackson Grain Co. was recently declared winner of a Maxwell touring car offered this year as a prize by the Edgar-Morgan Co., manufacturers of feed at Memphis, Tenn., to salesmen of its distributors throughout the country who show the biggest results on its line. The prize of last year was also captured by the Miller-Jackson Grain Co.'s salesman.

THE ARMOUR GRAIN Co., Jersey City, N. J., and Chicago, Ill., has registered two trade marks for brands of clipped white oats, one consisting of the words "Supreme Choice" written above a diamond shaped figure enclosing the characters "38# C. W. O."; the other being substantially the same design with the word "Extras" substituted in the first place and "36# C. W. O." in the latter position.

THE FAILURE of Ernest C. Brown, a feed broker of Minneapolis, was announced Friday, Oct. 13. Mr. Brown was short, mostly on bran, 7,000 to 8,000 tons, representing 350 to 400 cars. This was sold some three months ago at a loss of \$6 and \$7 per ton, and Mr. Brown's liabilities are alleged to approximate \$50,000, with no assets. Of the bran sold it is stated that 86 cars were to Minneapolis dealers, and 250 or more to Philadelphia.

THE NEW FEED MILL at Americus, Ga., will be in operation by Nov. 1, and it is announced that the mill will buy all the sugar cane and sorghum raised in Sumter county, together with corn, oats and velvet beans to be used in feeds. The mill will be operated by three wholesale grocery firms of Americus, and J. Ralston Cargill of Columbus, Ga., will have charge of the plant. In a short time a brick building will be erected and modern machinery installed.

A CAR OF ALFALFA FEED mixed with molasses was recently spotted by an elevator man near his elevator, who examined the contents and found the alfalfa to be hot. The car was switched to a side track, and later found to be on fire. This was put out and the feed dumped out on the ground, where it was quickly consumed. It developed that the alfalfa was put up too green. It heated in the closed car, and as soon as sufficient oxygen was admitted, fire resulted.

Kansas City Traveling Men Meet.

The Kansas City Traveling Grain Men's Ass'n held a meeting Oct. 9 in the sec'y's office to adopt constitution and by-laws. Major Moberly, pres., called on Sec'y E. R. Welch for his report, which showed a balance of \$131.82.

A motion was carried that the membership fee of \$5 cover all dues to Dec. 31, 1916, and that the question of further dues be set aside until the meeting to be held the latter part of the year. Pres. Moberly stated he intended to call a meeting of the Ass'n some time during the Christmas holidays, at which time a banquet, and other features would be planned.

Motion carried that the Sec'y send a note expressing the best wishes of the Ass'n to H. C. Gregory, who is sick at his home.

General discussion followed relative to adoption of the constitution and by-laws. Article II relative to eligibility to membership was argued, and B. C. Moore, pres. of the Board of Trade, was called in to interpret the meaning of an amendment passed by the Board of Trade touching on this subject. By a vote of 10 to 6 this article was adopted as it stood in the constitution and by-laws. Balance of the constitution and by-laws read and adopted.

At the afternoon session A. G. Hertz made an interesting talk on the history of the Board of Trade.

W. G. Haseltine, V. P., outlined aims and purposes of the Ass'n in a brief address.

Elmer Stripp made an instructive address on hedging.

Geo. A. Aylsworth gave a splendid talk on organization, going into detail of the workings of the Board of Trade and the traveling men's interest therein.

M. C. Fears made a talk on the workings of the Inspection dept.

Albania.

William Willard Howard, of New York, who has returned from his third trip to Albania, the hunger zone of Europe, predicts that the entire population will die of famine and pestilence unless helped. He says that in Albania corn is fifty dollars a bushel, flour eighty dollars a sack, and macaroni five dollars a pound. "The tragedy of Albania," says Mr. Howard, "is that a nation is dying of hunger, while the people of the United States, laden with gifts for the rest of Europe and for Turkey, pass by on the other side."

W. H. Chambers Returns.

W. H. Chambers, for many years in the grain business, has returned to the trade after an absence of seven years in California, during which he has been nursed back to perfect health by the warmer atmosphere. He has opened offices in the Grain Exchange Bldg., Omaha, Neb., from which an exclusive brokerage business will be conducted. Mr. Chambers intends to serve one company in each of the terminal markets, giving the work personal attention, preferring to serve a small trade well, to opening numerous accounts at random.

Mr. Chambers began his grain career in an elevator at Hepburn, Ia., but gave this up to become the first sec'y of the Grain Dealers National Ass'n 20 years ago. His next connection was with J. F. Harris &



W. H. Chambers, Omaha, Neb.

Co., Omaha, Neb., which company he left to join the Peavey Grain Co., at Chicago. F. H. Peavey & Co. of Minneapolis next claimed the services of Mr. Chambers, giving him the management of the Peavey Elevator Co.

When Mr. Chambers left the trade seven years ago he was informed by his physician that death within one year was inevitable. But the constitution which was broken by nervous exhaustion has been completely rebuilt and Mr. Chambers, a photograph of whom is shown herewith, is again in the best of health and spirits.

The trade at Omaha and the shippers of surrounding territory will be glad to have Mr. Chambers with them again and his many friends extend congratulations and best wishes for good health and a prosperous brokerage trade.

CASH No. 2 CORN selling 15 cents over the December delivery at Chicago suggests that holders let the cash article go and replace with a purchase of the future.

Seeds

THE ROSS BROS. SEED CO. has been chartered at Wichita, Kan., with a capital of \$50,000. Incorporators are M. C. Ross, L. A. Ross and Jesse D. Wall of Wichita.

HADDAM, KAN., Oct. 12.—Large crop of alfalfa seed here; demand seems to be poor for anything except the choice grades.—E. P. Lowe, mgr. Farmers Union Elvtr. & Supply Co.

AMERICAN SEED TRADE ASS'N com'ites recently appointed to serve for the current year 1916-17 are the following: Legislative: John L. Hunt, chairman; C. C. Massie, Geo. S. Green, W. G. Scarlett, Chas. D. Boyles; Postal laws: W. F. Therkildson, chairman; E. C. Dungan, David Burpee, Luther A. Breck, F. C. Stokes; Experiment Stations: L. L. Olds, chairman; O. A. Hogg, A. Lee Don; Resolutions: H. W. Wood, chairman; S. F. Willard, J. Lee Gillespie; Customs and tariff: J. C. Vaughan, chairman; E. L. Page, Alex. Forbes, Watson S. Woodruff, F. W. Bolgiano, A. E. Reynolds, Lem W. Bowen; Terms of credit: L. B. McCausland, chairman; Burnett Landreth, Sr., Arthur G. Lee; Government charges: Charles D. Boyles, chairman; J. C. Vaughan, Catesby W. Spears; Nomenclature: H. G. Hastings, chairman; C. N. Keeney, L. H. Vaughan, A. B. Clark; Pure Seed Growers' Ass'n: C. A. Burnham, chairman; O. H. Will, Ed. Leonard, J. S. Michaels, A. E. McKenzie.

HJALMAR CARLSON, a workman in elvtr. T. of the Minneapolis Seed Co., Minneapolis, Minn., was seriously injured Oct. 14, when his clothing caught in a conveyor belt. His life was saved by a fellow employee stopping the machinery.

THE CENTRAL SOUTH DAKOTA Seed Growers Ass'n was organized at Pierre, S. D., Oct. 16, for the marketing of alfalfa seed grown in that section of the state. About 30 growers of alfalfa seed were present. A. Howes, Hughes County, was elected pres.; W. H. Spencer, Sully County, vice pres.; County Agent Underwood of Hughes County, sec'y, and County Agent Valentine of Stanley County, treas. A board of directors representing Hughes, Sully, Stanley and Lyman counties was selected. Headquarters of the ass'n will be at Pierre, where a warehouse will be maintained.

From the Seed Trade.

SALT LAKE CITY, UTAH., Oct. 9.—The alfalfa seed crop is probably the largest we have had for many years. This is not only true in Utah but in other states as well. Owing to the low prices that naturally will prevail this season, growers are rather reluctant to sell their seed. This is also true of the timothy seed. There is a considerably larger acreage of red clover but the yield is not as good as in former years, but owing to the increased acreage our production will likely be as heavy as last year. The alsike crop is only 40% of that of former years and is practically all marketed. There was a considerable increase in the production of white clover, but this is practically all in the dealer's hands.—Vogeler Seed & Produce Co.

TOLEDO, O., Oct. 21.—All agree that the imports of clover seed will be much smaller than last year when there were over 200,000 bags of red clover. Italy and France did the exporting last year. Italy has short crop. Importers who were the large buyers there last season are now bullish and some are long futures here. Europe has had a wet season. Last October our prices were around thirteen dollars. This attracted foreign and Far Western seed. This year they are around ten dollars and relatively cheaper than Europe or the Far West, where farmers are not selling freely.—C. A. King & Co.

TOLEDO, O., Oct. 21.—Clover seed favored the bulls this week, and developments in Europe have furnished the bull more ammunition. It is only recently that definite news has reached this country. Early England reported good prospects. Rains came. May not have lessened the quantity much but surely hurt the quality. Latest cable advices say their crop poor. French reports conflict. Some say crop poor due to adverse weather conditions. If prices asked from abroad are indicative of their crop, it is short. Their asked prices now higher than ours. Conditions over there for marketing make it more difficult than last year. Some say even though they might have raised a big surplus it would be difficult to harvest it and ship to these shores.—J. F. Zahm & Co.

ST. JOSEPH, MO., Oct. 21.—Our clover, timothy and alfalfa seed crops are all this year much larger than they have been for some time in this locality. They are now just in the midst of hulling the clover which has been yielding from one to three bus. to the acre, probably the average would be about 1½ bus., and the quality is reasonably good. We think the greater part of the seed is being marketed as fast as hulled. Timothy seed is practically all threshed and the bulk of it is on the market altho there is considerable back in the hands of the producer. There is considerable of alfalfa seed yet to be hulled thruout the territory and we think that this is largely being marketed as soon as it is hulled. On account of the large crops the prices have been lower than the past few years, and will have a tendency to induce the farmers to sow more seed next year, on account of the lower prices. There was but very little of the 1915 crop of seed carried over.—Farber Seed Co.

TOLEDO, O., Oct. 21.—October longs in clover seed have been standing pat. Deliveries early in the month were light. They will be heavier later. Much seed is on the way. Considerable already arrived. October receipts will be heaviest in years. First three weeks around 9,000 bags, about same as total receipts for month last three years. Some European seed is reaching this country. New York had 1,727 bags this week. About 5,000 bags last three weeks. Baltimore had small imports. Prices above \$10. They have been fluctuating moderately around \$10, with quite active market and good investment demand on recessions. General high commodity prices are an influence. Shipments light. They are always light in Fall. Heaviest in early spring. Recent years the largest arrivals have come in spring. Situation is a merchandising one. No such movement of western and European seed is expected as last year. European advices say the crop is disappointing. Farmers in central states generally reported to have holding attitude. They may await the spring demand.—Southworth & Co.

Government Report on Seeds, Beans and Buckwheat.

State.	Clover seed.		Alfalfa seed—				Millet.		Field beans.		Condi-		Final	
	Condition		Yield				Seed pro-		Grain		tion, condi-		esti-	
	1916.	1915.	per	1916.	1915.		duction. ¹		production. ¹	10-yr.	tion, 1916.	tion, 1915.	mate	
	P. ct.	P. ct.	acre.	P. ct.	P. ct.	P. ct.	P. ct.	P. ct.	P. ct.	P. ct.	P. ct.	P. ct.	1915.	Bu. ¹
Maine	81	...	...	...	...	103	100	78	82	85	847	338		
N. H.	...	...	...	...	...	101	...	79	83	80	26	30		
Vt.	...	...	...	...	...	100	...	85	85	78	211	216		
Mass.	...	...	...	...	...	...	95	79	82	90	41	32		
R. I.	...	...	...	...	...	...	100	80	84	...	...	...
Conn.	...	...	...	...	...	75	...	75	83	87	59	60		
N. Y.	73	80	2.0	100	90	70	80	55	77	57	4,402	5,320		
N. J.	85	88	...	97	95	95	90	83	86	81	215	210		
Penn.	78	65	1.7	90	92	80	85	81	82	70	4,941	5,754		
Del.	88	80	...	93	80	83	85	85	88	61	56			
Md.	83	70	1.3	94	82	80	85	83	81	84	208	220		
Va.	85	80	...	96	91	93	83	80	86	516	520			
W. Va.	85	84	...	90	83	95	84	82	81	787	836			
N. C.	81	89	...	87	86	85	77	82	75	152	175			
S. C.	85	88	...	...	85	85	74	79	...	...	...	...
Ga.	85	78	...	88	75	67	75	85	84	...	...	...
Fla.	...	...	...	...	...	...	...	90	...	...	...	...
Ohio	76	52	1.4	73	73	75	89	62	82	75	356	414		
Ind.	75	57	1.7	78	77	72	68	57	77	80	103	70		
Ill.	74	58	2.5	75	75	72	70	65	77	82	72	68		
Mich.	90	57	2.0	125	80	79	60	48	75	64	874	870		
Wis.	80	76	2.7	150	87	75	75	60	83	67	241	234		
Minn.	83	70	2.5	89	80	80	60	70	83	75	108	122		
Iowa	83	50	2.3	90	90	85	85	65	82	63	88	91		
Mo.	75	70	2.2	80	90	58	80	56	70	76	44	45		
N. D.	85	79	2.8	98	90	100	80	80	72	...	...	...
S. D.	88	80	2.8	115	55	100	82	80	82	...	...	...
Neb.	85	60	2.6	85	25	74	90	79	79	82	18	20		
Kan.	76	77	2.8	88	55	57	84	75	72	...	...	14		
Ky.	75	87	3.5	82	75	79	87	80	80	...	...	...
Tenn.	82	84	1.5	80	85	85	83	77	80	86	52	54		
Ala.	82	85	...	...	100	79	79	150	83	...	...	...
Miss.	80	83	...	...	86	75	72	80	83	...	...	...
La.	90	85	...	...	85	70	88	89	81	...	...	...
Tex.	...	...	3.7	65	94	50	75	61	74	...	...	...
Okla.	76	100	3.2	90	67	48	86	43	70	...	...	...
Ark.	75	90	...	...	96	50	75	60	75	...	...	...
Mont.	90	92	3.5	85	66	100	101	101	88	...	...	...
Wyo.	93	98	3.0	87	88	90	100	77	90	...	...	...
Colo.	97	98	3.8	84	30	53	96	140	88	...	...	...
N. M.	...	100	4.5	140	95	60	83	115	80	...	...	...
Ariz.	...	100	4.5	120	105	...	...	110	87	...	...	...
Utah	98	90	5.4	85	80	70	100	97	88	...	...	...
Nev.	...	100	6.0	95	100	...	...	90	95	...	...	...
Ida.	85	93	5.2	100	115	80	94	86	89	...	...	...
Wash.	92	93	4.4	95	92	...	...	89	87	...	...	...
Ore.	93	75	5.0	65	85	108	...	102	88	...	...	...
Cal.	95	90	5.5	80	80	...	...	90	88	...	...	...
U. S.	78.9	66.9	3.7	88.3	70.4	70.2	82.1	65.0	79.2	67.0	13,942	15,769		

MALDEN, Mo., Oct. 17.—The sunflower seed harvest has been over about ten days. Owing to unfavorable weather during the growing season and the reduced acreage the crop is far short of last year. The harvest weather was ideal in this district and the quality of the seed is good. On the basis of harvest prices there will not be over one fourth crop planted next year.—Southeast Missouri Grain Co.

NEW ORLEANS, La., Oct. 18.—While the State of Louisiana or the South in general has not been a great hay making country, for the last three or four years it has started and we feel that during the last three years there has been more clover and other cover crops planted than in any ten years previous to that time. Their culture is greatly increasing and we feel that this year none of the large planters will have to buy any hay, whereas up to a very few years back they bought all of their feed. Not only that the acreage is increased, but the results are entirely satisfactory.—J. Steckler Seed Co., Ltd.

OKLAHOMA CITY, OKLA., Oct. 18.—Clover, alsike, timothy and blue grass are not grown in Oklahoma. The acreage of alfalfa seed no doubt was somewhat larger than the year before. The yield this year of seed as well as hay has been a very satisfactory one, in fact, we have had the biggest seed crop that we have had for some years. Kafir corn, maize and feterita are about the same acreage as the year before. The yield, however, will be nothing like last year or the year before. All of these crops are very late and should we have an early frost, a considerable amount of this acreage, no doubt, will be lost, for seed. There is no kafir corn, maize, or feterita carried over from last year; neither any alfalfa seed. The corn crop also has been cut down considerable on account of the dry weather in July and August. There is also very little, if any, old corn carried over from last year.—The Barteldes Seed Co.

Baltimore Will Abandon Old Corn Grades.

Baltimore, which has had grades of steamer, etc., corn, on Dec. 1 will abandon the descriptions on which a large volume of business has been transacted, and adopt those provided by the Grain Standards Act, according to a recent announcement by the Baltimore Grain Co., following:

All shelled corn will therefore be inspected in accordance with these standards in our market from Dec. 1, 1916, to the exclusion of all grades existing here prior thereto.

No. 3 mixed and or No. 3 yellow corn will be deliverable on option contracts, and we expect the bulk of our port sales to be No. 3 corn.

In bidding you, the stipulation will be that our prices are for No. 3 mixed and or No. 3 yellow and or No. 3 white corn or better.

As we have not been advised of the definite rules and methods of grading under the new standards, and have no experience with them here, it is difficult to fix an approximate value for grades lower than No. 3 arriving here, but we think it reasonable to expect that they can be taken on contract at practically the cost of drying, provided the quality of the corn does not prevent it being admitted to the No. 3 grade after drying.

WE HAVE appreciated the Grain Dealers Journal and think every person in the grain business should take this valuable publication as it is full of good information.—A. B. Ellis, of McLaughlin & Ellis, Ltd., Winnipeg, Man.

New York Needs Terminal Elevators.

Edward T. Cushing, of the New York Produce Exchange, before the Waterways Convention at Troy recently, advocated the construction of state-owned grain elevators at the barge canal terminals. He said:

Export grain will seek the cheapest route to the seaboard. Far and away the cheapest route will be over the Great Lakes and thru the Erie and Oswego canals to New York.

Now grain in New York territory is diverted from New York to Baltimore, Philadelphia and Newport News by an unjust discrimination in freight in favor of those ports. The opening of the canal will change all that, for no railroad can make an eastbound rate that can compete with the canal. The main movement of grain will not be by rail to favored Atlantic ports, as it is now, but to the Lake ports and over the Lakes and thru the barge canal to New York, making New York supreme in the export trade of the Atlantic seaboard.

New York is not prepared. There is but one public grain store—Dows. Its capacity is only 1,800,000 bus., which a few days' canal receipts would exhaust, and its facilities are entirely inadequate for handling any large volume of grain. An erroneous impression prevails among canal officials that the Erie Basin terminal, as it now is, provides for the grain tonnage of the canal; that the barges will land there and await transfer to ocean-going ships, which is all that is needed. Nothing could be further wrong.

The State has built a great waterway, capable of making the cheapest inland freights on the Continent. It has provided terminals for miscellaneous freight, which will comprise about 25 per cent of the eastbound tonnage. It has not provided or, as yet, made any move to provide suitable terminal facilities for handling grain which will comprise about 75 per cent of the eastbound tonnage. This is illogical. It leaves the great work incomplete, for the successful handling of grain is as much dependent on the terminal as it is on the transportation.

What New York requires, and is absolutely essential for handling the grain tonnage of the canal, is a 10,000,000-bu. modern elevator fully equipped. It sounds large, but will be below rather than above her needs. New York will become the supreme grain port of the Atlantic seaboard.

PACIFIC COAST WHEAT from the Okanagan valley of British Columbia is being shipped via rail to the Atlantic seaboard owing to the lack of water transportation of the Pacific coast. This is a distance of over 3,000 miles, but the railways made a low rate.

SINCE THE BUMPER CROP of 1912, which was 28,073,000 bus, the flaxseed crop of the United States decreased steadily, being 13,845,000 last year, and 14,895,000 bus. this year. Argentine shipments since Jan. 1 have been 2,923,000 quarters of 416 lbs.; against 4,127,000 in the corresponding period of 1915, and for the coming months are expected to be small on account of the drouth in the north, which has led to good buying of Duluth futures by American crushers. December delivery, which ranged from \$1.99 to \$2.31 during September, advanced to \$2.45 on Oct. 5.

J. P. McAlister Dead.

J. P. McAlister, senior member of the firm of Jas. P. McAlister & Co., Columbus, O., died Oct. 13 at the home of his sister, Mrs. E. H. McGrath, after six weeks of suffering with cancer.

Mr. McAlister was born in Washington County, near Marietta, O., 73 years ago, and moved to Columbus with his parents while a boy of 8 years. With his father he started in the grain business



Jas. P. McAlister, Columbus, O. Deceased.

at Columbus in 1865, continuing the firm until the demise of the father in 1873. The business was continued by Mr. McAlister until his sons, Robert F. and James D. McAlister were old enough to join him, since which time the business has been operated as Jas. P. McAlister & Co.

In the earlier years of the Ohio Grain Dealers Ass'n, when the career of an organization of this character was less smooth than at present, Mr. McAlister was its president. He also helped organize the Columbus Chamber of Commerce and served two terms as a director of that body. During recent years, however, due to the pressure of other business, he was unable to devote much of his time to association activities. But he never failed to attend the convention gatherings and looked forward to the pleasure of meeting his old friends in the trade.

The funeral was held on Oct. 16, with J. W. McCord, sec'y Ohio Grain Dealers Ass'n, E. W. Scott, and four other lifelong friends, acting as pallbearers. The engraving reproduced herewith is from a recent photograph of Mr. McAlister.

The business at Columbus will be continued by the sons, who have long been associated with him in business, and to whom the trade extends its deepest sympathy.

A CONFERENCE on the application of the new corn grades was recently held by C. J. Brand and W. A. Taylor of the U. S. Dept. of Agriculture with a com'tee from the Baltimore Chamber of Commerce consisting of F. E. Meyer, George S. Jackson, Charles England, J. C. Vincent and T. M. Maynadier.

The Grain Man and Fertilizers.

BY F. M. LOOMIS.

Why should the grain man handle commercial fertilizer? Because he is the logical man in any business community to handle it and because he has at first hand much of the knowledge to make the handling of commercial fertilizer a benefit to the community in which it is sold and a profitable proposition for the man who sells it.

That the grain man can, by fostering and encouraging the use of commercial fertilizer, have a most potent effect upon the quantity and the quality of the crops raised in his vicinity has been proven too many times to doubt. For there are grain men who have sensed the great opportunities for service which lie in this direction and who are developing them to the extent of their abilities. One such whom the writer interviewed recently positively asserts that the prosperity of his business rests primarily upon the improvement in crop yields and farmer financial conditions he has been enabled to effect in his territory by encouraging the use of commercial fertilizer, by instructing the farmers what to use and how to use it and by keeping fertilizer in stock as a regular department of his business. The fact that this particular business was on the down grade, had been losing money steadily for some time, before the present manager took hold of it, and that it now is a paying concern, is a fact of significance. In looking over the situation as he found it he decided that more and better grain thru his bins was necessary. Unable, because of territorial restrictions, greatly to increase the number of farmers from whom he might buy, his problem resolved itself into getting those whom he could reach by some means into the way of producing more per acre and of higher grade. The solution of his problem he found in commercial fertilizer. The fact that after three years of active propaganda his business is out of the financial doldrums and is sailing on to success is mighty good evidence of what a grain man can do with commercial fertilizer in promoting the prosperity of his community and in advancing his own.

There is, too, another point of view on this question which is worthy of consideration. Every man wants to feel that he has been of some use in the world. Eliminating those intensely selfish persons who are so self-centered that they consider their individual success to be the all essential thing regardless of what may happen to others, fortunately few in number, the rest of the world takes a gratifying pleasure in a "well done, good and faithful servant" attitude on the part of its neighbors. The highest pleasure is a sense of a favor conferred, or the consciousness that someone has been benefitted by something one has done. The man who sells commercial fertilizer, who encourages its use, who imparts what knowledge he has as to how to use it effectively, is essentially a benefactor to his community, for, if he is successful in his propaganda, he will have advanced the material well being of his community at no cost to himself, but rather with profit and satisfaction to himself.

AGENTS, especially on main lines, should watch and report all leaky cars. If they would do this the Leaking in Transit column, of the Grain Dealers Journal, would cover a whole page.—R. Beckley, mgr. E. A. Roach Elvtr., Bordulac, N. D.

Crop Improvement.

A CAMPAIGN is being conducted by the Minnesota Crop Improvement Ass'n to have each county select the best of its seeds for entry in the state show. Each county will have a show of its own and send its prize winners to the state show.

THE SUCCESS with which winter wheat has been grown on a certain farm near Sherwood, N. D., has led to the seeding of an aggregate of some 400 acres by 20 growers in the vicinity. The crop not sown on the farm itself has been sold to various parts of the state.

MISSOURI has joined the movement already extending thru the corn belt states to officially observe "Seed Corn Week" and Oct. 16 to 21 has been selected for this purpose. All commercial and agricultural organizations are called upon to help boost this worthy improvement in farm practice.

A SEED EXCHANGE to obtain good seed for the farmers of the Red River Valley is advocated by the Northwest experiment station at Crookston, Minn. The 1916 crops, especially oats, are unfit for seeding purposes, as a large percentage of the kernels are only hulls, but an investigator for the station says that there is plenty of good 1915 seed grain still held in the Valley, and the station will be glad to hear from those having good seed, as well as others desiring seed.

ONE REASON why a greater improvement in winter wheat is not attained is the fact that during harvest time elvtrs. and farmers are so busy that no time is given to proper seed selection. Likewise at the terminal markets the elvtrs. are usually full and no one takes the responsibility of providing special bins for seeds, so that wheat which is suitable for seeding cannot be segregated and goes into consumption. This responsibility must be borne by the country elvtr., the miller, the farmers' club and the state experiment ass'n. Every elvtr. man owes it to himself and to the trade to announce if he has suitable seed wheat, or make it his business to see that growers procure the proper seed wheat in case of a shortage.

THE IMPORTANCE of the corn crop in this country is a well established fact, and its successful production is a matter of considerable concern to all growers, which are increasing in number. As is the case with all crops, the yield depends first of all upon seed selection and preservation. Well matured ears selected from strong, vigorous stalks represent the first great step in profitable corn production. Just now is the time when attention is especially drawn to the selection of this seed. Experiments at the Ohio Experiment Station show that seed selected from standing stalks produced 3¼ bus. more per acre than the seed picked from the wagon during husking. The vigor of the plant is well worth considering in this connection, as there is abundance of evidence that vigor in the corn plant is hereditary. Under vigor, leaf development, stockiness, the position of the ear on the stalk, and freedom from disease should be considered. If seed corn is selected with care and is properly dried and hung for winter storage in a dry place where ventilation is afforded, better and more abundant crops will result.

AN INDUSTRIAL AND AGRICULTURAL development campaign has been started by the Santa Fe Ry. Announcement has been made that a state-wide co-operative plan with several of the largest elvtrs. and mills in Kansas to furnish farmers

the best seed wheat available for planting has been planned. The plan will be put into effect for this fall's sowing. An effort will be made to increase the Kansas wheat yield per acre by injecting new life into the seed by transferring it from one place to another. Mr. Bainer, agricultural agent for the Santa Fe, has arranged for a distribution to farmers of high class seed wheat in thirteen milling centers of the state, and believes that thousands of bushels of wheat should be exchanged under the plan evolved, whereby the millers are obliged to save out the best wheat they buy up for seeding purposes, and any farmer who desires seed wheat may obtain it in exchange, bushel for bushel, for milling wheat brot to the mill, at the added cost of cleaning the seed wheat, which may run from 5 to 10c per bu. depending on the grade of wheat brot by the farmer.

A SERIOUS SEED SHORTAGE is facing the northwest this season, because of the great damage from rust and blight. Dean Woods of the Minnesota College of Agriculture says that the situation is more alarming than the growers at first thought, or even than the grain dealers and seed experts realized. He points out the necessity of arousing the farmers to hold the best seed for sowing in the spring, or the best wheat will be marketed. The matter of proper selection is very important, as the shrivelled seed is germinating fairly high, in some cases higher than the plump seeds, but very often this is not enough, as the shrivelled seed often dies when planted before the sprout sees the light, and in consequence it must be seen to that a larger quantity per acre than usual is planted. The agencies of the college and its allied branches will urge the selection of enough and proper seed wheat, and the state seed laboratory at the University farm will make tests free to all who submit samples. Similar precautionary measures are being urged and put into effect in the Dakotas and Montana.

THE POSSIBILITY OF IMPROVEMENT in the yields of the most important crops of this country is revealed in a study of certain agricultural conditions, and results of some interesting experiments. The average wheat yield in the United States for the last 10 years was 14.8 bus. an acre. The average yield in Germany and England, which a few years ago was lower than that of this country, has been increased thru fertilization and better crop system to about 36 bus per acre. At the experiment farm of Purdue University, Lafayette, Ind., where conditions are similar to those of a large area of the wheat lands, thru rotation of crops and proper fertilization, the average yield for the last 30 years has reached 28 bus. per acre. In the case of corn, the average in the central states where corn is "king of crops" the yield for the past 10 years per acre has averaged 31.5 bus. per acre. Growing tests have been conducted to bring before corn growers the fact that the yield of corn could be materially increased. The average of 238 participants in a growing contest in Indiana was 72.4 bus. per acre, or twice the average of the state, while 21 of these succeeded in producing 100 bus. to the acre notwithstanding drought or unfavorable conditions. Other examples in various states indicate that the crop yields can be materially increased, and when it is remembered that the United States produces annually 1,000,000 bus. of corn, it is readily appreciated that an increase of 5 to 20 bus. per acre means much to the increased wealth of the country.

AN OUTING of the Soil and Crop Improvement Ass'n of Livingston County, Ill., was held Oct. 6 at Pontiac, Ill. Bert Ball of the Crop Improvement Com'ite of the Council of Grain Exchanges, Chicago, was the speaker and urged the co-operation of the different agricultural forces in the county to work for improvements which he claimed would result in Livingston County taking McLean County's place as the third county in productivity in the United States. Livingston County now ranks fourth, and is a close competitor of McLean for rank as first in the state of Illinois.

ALL GRAIN MEN are urged to co-operate in a special campaign on the grain enemies appearing at this time such as scab, smut, and also the corn root worm which appears in the corn fields and does great damage in the fall. The Crop Improvement Com'ite of the Council of Grain Exchanges is arranging to conduct demonstrations in all country districts of the various grain pests, and farmers, grain dealers and others are asked to send in any information or samples of crops affected by anthracnose, ergot, scab, smut or root worm to the Com'ite and wherever these pests are noticeable a campaign will be started to eradicate them.

THE MIXING of corn meal with wheat flour is being resorted to in Europe as a means of economizing on the use of the wheat product because of its high price. A purchase of 360,000 bus. of white corn was recently made at Chicago by the Belgian Relief Commission for this purpose. A bushel of corn costs a little over half that of wheat and makes an excellent food. Corn meal is being used in various quantities more frequently even on this side of the Atlantic, and it is probable that the Belgian method of mixing corn and flour will be adopted.

Landscape Gardening at the Elevator.

The "city beautiful" movement at Wichita, Kan., was given a big impetus this summer, and it occurred right in the heart of that busy city's manufacturing center.

The Red Star Mill & Elevtr. Co.'s immense plant has been surrounded by what appears at first glance to be a city park of hedges, concrete walks, flowers, ornamental plants and gardens. The idea originated with L. R. Hurd, president of the company, and details were worked out by one of the local landscape gardeners.

Elevator, office and mill buildings have been freshly painted white, forming a beautiful contrast with the surrounding colors and shades of the vegetation. Along these massive structures one year ago, was a court littered with rubbish and weeds. It was an eyesore to the employes and officers of the plant. Today this sinkhole has been transformed into a wide concrete driveway, along both sides of which is a vine matted iron fence. In the center of the court yard is a fountain, built in the design of a star within a circle. The circle is edged with red pressed brick, and, as will be seen in the illustration printed herewith, contains hedges and plants in profusion.

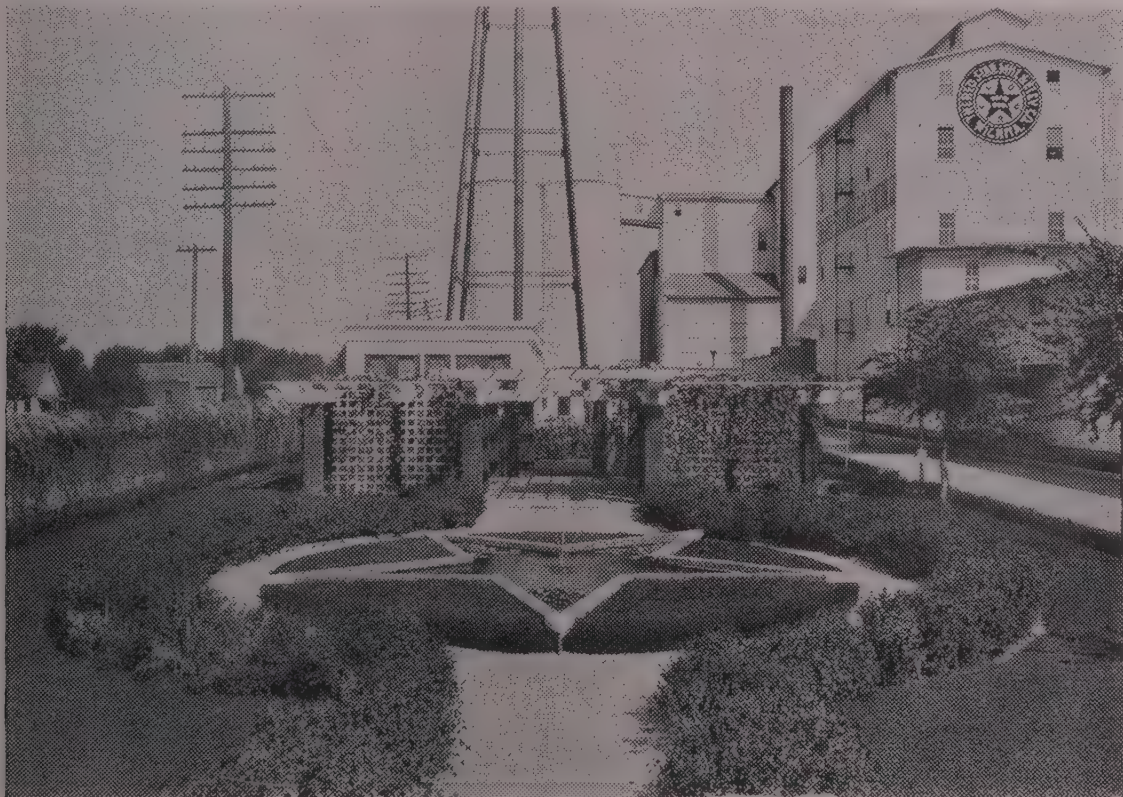
A gravel walk leads from the fountain to a pergola embowered among vines and variously colored flowers. Red is the predominant color, this being derived from the name of the company. Large red King Humbert cannas and a bed of salvia of flaming scarlet can be seen for blocks. Other flowers of every description and hue form pleasing backgrounds for the bright red blooms, while in the large fountain and a smaller adjacent pool, are hundreds of goldfish, their colors set off by the white of lilies.

The space not occupied by flower bed, pergola or fountains is given over to a large clover lawn, which next year will be replaced with blue grass. All of this blending of colors is given a fairy-like effect at night, when the entire park is illuminated with bright searchlights.

The most novel thing about the entire mass of growing vegetation is the system of irrigation. Moisture from the condensed exhaust of the mill steam plant is supplied to six parallel rows of cement cone-shaped tiles which underlay the court. This keeps the ground always supplied with the correct amount of moisture without the need for a drop of water above the surface. The soil is always mellow and the degree of moisture can be regulated with exactitude. The landscape gardener visits the grounds once each week to make sure that weeds do not creep in.

It is impossible for every elevator operator to improve his elevator surroundings on a scale similar to that at Wichita because every dealer does not measure his land by the acre or square block. But the big value of Mr. Hurd's scheme is not its magnitude. It is rather the advertising received from making pleasant and attractive whatever surroundings are available. If the Red Star Mill & Elevtr. Co. could transform a sinkhole into a beauty spot every dealer can in some measure lend a more attractive appearance to his plant, making the elevator an object of favorable comment in the community, the direct result of which will be a large volume of business.

A SUIT was recently brot against the Corn Products Refining Co. by the George J. Cooke Brewing Co., Chicago, for \$250,000, the brewing company alleging that it lost money thru bad beer which was caused by the refining company selling it bad grits.



Garden of Red Star Mill & Elevator Co., at Wichita, Kan.

Grain Trade News

CALIFORNIA

Oakland, Cal.—The Albers Bros. Mfg. Co. is erecting 80 concrete grain tanks and a large molasses vat, at an approximate cost of \$1,000,000.

San Francisco, Cal.—The erection of an elvtr., with a capacity of 2,000 centals, at Mission Rock, is being agitated by a company, of which Capt. John Barneson is at the head.

Sacramento, Cal.—A new grain warehouse is being erected and an old building is being raised 4 ft. by the Sacramento Transportation Co. The 2 buildings will have a capacity of 30,000 sacks of grain.

CANADA

Moose Jaw, Sask.—The Sterling Elvtr. Co., Ltd., has succeeded the Anchor Elvtr. Co., Ltd.

Port Arthur, Ont.—Edward Bennett, supt. of the Canadian Government Elvtr. at this point, died recently.

Prince Albert, Sask.—The Atlas Elvtr. Co. will erect an elvtr. at this station, which is on the new Grand Trunk Line.

Brandon, Man.—The Brandon Grain Co., Ltd., incorporated; capital stock, \$40,000; incorporators, Wm. Peacock, Thos. C. Scott and others.

Port Arthur, Ont.—The terminal elvtr., for which the Saskatchewan Co-operative Elvtr. Co., let contract to the Barnett-McQueen Co., will have a capacity of 2,500,000 bus.

St. John, N. B.—Plans for the superstructure of the 550,000-bu. elvtr. at Reed's Point were sent out to bidders on Oct. 16, tenders being returnable on Nov. 15. Contract for the foundation has already been awarded and work has been started. The elvtr. is being erected for the Canadian Government Railways, the John S. Metcalf Co. having been retained as designing and supervising engineers.

Transcona, Man.—The contract for the superstructure of the 1,000,000-bu. elvtr. for the Canadian Government Railways has been let to the Fegles-Bellows Engineering & Contracting Co. Contract for the foundation, including the piling, has been awarded the Thunder Bay Contracting Co. and the work is rapidly nearing completion. The John S. Metcalf Co., Ltd., who designed the entire work, has also been retained as supervising engineers.

Windygates, Man.—Joseph Power and Ole I. Gjvare have material on the ground for the erection of an elvtr. They will handle bonded American grain, over the C. P. R., as it is now handled at Mowbray. A great deal of grain is shipped in bond from Langdon, N. D., which is 17 miles south of here, by farmers from this side to Minneapolis and Duluth. They deferred building this fall as there was a rumor that the Soo would connect with Langdon, N. D., to some point on its road, south of that point. Windygates is at the end of the C. P. R.—John Power, agt. Farmers Elvtr. Co., Langdon, N. D.

WINNIPEG LETTER.

A. P. Allensworth, member of the Grain Exchange, received a beautiful gift from the other members, on the occasion of his recent wedding.

The Victoria Elvtr. Co., Home Grain Co. and another company, with a combined capitalization of \$1,000,000, contemplate engaging in business in Alberta on a large scale.

Lieutenant Colonel George Carruthers, of James Carruthers & Co., grain dealers, who has been in command of the Fifth Artillery Brigade of the Canadian Army, will sail for Canada on sick leave.

We have sold our line of elvtrs. to N. M. Patterson. H. R. McLaughlin, one of the members of our firm, will continue in the commission business and A. B. Ellis will retire on account of failing health.—McLaughlin & Ellis, Ltd.

The Canadian Hay Exchange, Ltd., for the past 10 years in the grain and hay trade, has opened a new dept. in the grain business at 118 Grain Exchange Bldg. The exchange, which owns a large elvtr. here and several in the west, has been admitted to membership in the Winnipeg Grain Exchange.

Prominent grain men on Oct. 11 gave evidence before the Dominion Royal Commission, investigating trade conditions. The sitting was held in the new council room of the Grain Exchange. The commission was taken for a trip thru the inspection dept. and spent a short period in the pit.

The 2nd trial of the suit brot by E. J. Bawlf & Co., of this city, for \$3,500 against Barton Bros., farmers, took place in Duluth recently. The grain company claims to have bot the grain involved on the farm of Barton Bros. and later to have found they had shipped it elsewhere, having gained an advance in price. Barton Bros. claimed a contract was not made. The plaintiffs were awarded \$1, on the first trial, but this was set aside by the court as inadequate. The verdict was for the defendants on the 2nd trial.

COLORADO

Flagler, Colo.—We have rented our elvtr. and mill to the Equity Union.—Eckert Bros.

Eckley, Colo.—M. Zimer is mgr. of the new 12,000-bu. elvtr., which the O. M. Kellogg Grain Co., reports that it placed in operation Oct. 7.

Ft. Collins, Colo.—W. A. Hackett has erected an elvtr. and mill on the C. & S. and U. P. He will do a coal business in connection.

Eaton, Colo.—The Phillips-Eaton Mercantile Co. has purchased the elvtr., warehouse and business of the Eaton Grain Co. E. N. Miller has been employed as mgr.

Pueblo, Colo.—The Pueblo Mfg. & Elvtr. Co. has completed its elvtr. and office building and work on the mill and warehouse will be finished soon. The elvtr. consists of 8 reinforced concrete grain tanks.

Longmont, Colo.—The Farmers Union Elvtr. & Supply Co. is building a warehouse and expects to install a flour mill as its 40,000-bu. concrete elvtr. and warehouse are inadequate to take care of its increasing business.—V. H. Hamilton, mgr.

DISTRICT OF COLUMBIA

Washington, D. C.—The Wilkins-Rogers Mfg. Co., Inc., has completed its reinforced concrete elvtr. for which it let contract to Deverell, Spencer & Co.

IDAHO

Twin Falls, Ida.—The Farmers Agency has let contract for a warehouse to the Burrell Engineering & Construction Co.

Soda Springs, Ida.—The Soda Springs Mfg. & Elvtr. Co. has completed its elvtr. and mill and placed N. E. Snell in charge.

Wilder, Ida.—Fred Miller has been placed in charge of the recently completed 50,000-bu. elvtr. of the Caldwell Mfg. & Elvtr. Co.

Shoshone, Ida.—H. Thomas and his brother, Dan, operating elvtrs. at Osborne and other stations in Kansas, have bot 4 large elvtrs., in the Snake River Valley, about 100 miles north of this place.

Ririe, Ida.—The Inter-Mountain Elvtr. Co. has let contract for the erection of elvtrs. at this place, Arimo and American Falls, to the Burrell Engineering & Construction Co. The company recently built an elvtr. at Downey.

Bancroft, Ida.—The foundation for the elvtr. for which the Equity Machine & Elvtr. Co. let contract to the Burrell Engineering & Construction Co., has been completed and work on the superstructure will be finished about Nov. 1.

Cottonwood, Ida.—The Cottonwood Mfg. & Elvtr. Co. has completed its new 50,000-bu. elvtr., consisting of 20 bins, for which it let contract to the Burrell Engineering & Construction Co. A large warehouse and 125-bbl. mill are now being erected in connection.

ILLINOIS

Lafayette, Ill.—F. T. Gelvin has installed an electric motor in his elvtr.

Westville, Ill.—The erection of an elvtr., at this station, is being discussed.

Blandinsville, Ill.—H. E. Roberts has put a concrete floor in the basement of his elvtr.

Woodstock, Ill.—Frank W. Buell, of Buell & Olmstead, grain dealers, died Oct. 13.

Maunie, Ill.—A. Waller & Co. are now erecting an elvtr. here at a cost of \$15,000.—J. W. Stills, agt.

Palestine, Ill.—We are out of the grain business here and have no successor.—J. G. Welton Grain Co.

Skelton sta. (Beason p. o.), Ill.—The Farmers Grain Co. is building cribs in connection with its elvtr.

Eylar, Ill.—We will not engage in the grain business as was recently reported.—Eylar Co-operative Co.

Curtis sta. (Greenview p. o.), Ill.—Beggs & Hatch are constructing a concrete cob burner at their elvtr. here.

Melvin, Ill.—Onno Arends is pres. and Herman Dienelt, sec'y, of the recently organized Farmers Elvtr. Co.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. has let contract for an elvtr. to the Decatur Construction Co.

Marseilles, Ill.—Frank McCormick has moved his office to the remodeled building near his recently acquired elvtr.

Franklin, Ill.—Work is progressing on an elvtr., which W. C. Calhoun is building to replace the one burned Sept. 11.

Decatur, Ill.—James M. Allen, mgr. of the Shellabarger Elvtr. Co., has fallen heir to \$25,000 from the estate of a great-uncle, Fred Schumaker, Toledo, O.

Junction, Ill.—S. S. Kerr, of Nashville, Tenn., has installed a Mattoon Loader in the elvtr., managed by E. W. Moore.

Raymond, Ill.—The Farmers Elvtr. Co. contemplates building a 36,000-bu. elvtr. to replace its present 18,000-bu. house.

Dixon, Ill.—The local office of Lamson Bros. has been closed and R. E. Disbrow, mgr., transferred to Marshalltown, Ia.

Weedman, Ill.—The Weedman Grain & Coal Co. has engaged its mgr. for another year and will erect a residence for him.

Derby sta. (Gibson City p. o.), Ill.—Geo. W. Walker & Co. contemplate remodeling and moving their office nearer the elvtr.

Bourbon, Ill.—I have purchased the elvtr. of John Sipp and will receive my mail at Arthur.—F. W. De Hart, formerly at Galton.

Pinckneyville, Ill.—A. A. Driemeyer has succeeded H. H. Unkefer as mgr. of the Pinckneyville Mfg. Co., operating an elvtr. here.

Lyndon, Ill.—Mathis Bros. & Co., of Prophetstown, bot and took possession Oct. 3 of the elvtr. and coal business of Ralph Allen.

Maple Park, Ill.—John Simmons, formerly in the grain business here, died some time ago.—J. H. Wittry & Co., Troxel sta. (Maple Park p. o.).

Cropsey, Ill.—Mr. Pratt has resigned as mgr. of the Farmers Elvtr. Co.

Calloway sta. (Taylorville p. o.), Ill.—Arch Potts, of South Fork, will be in charge of the elvtr. of Twist Bros., which will be finished about Nov. 1.

Crescent City, Ill.—Peter McDermott has completely overhauled his elvtr. before starting to handle the new corn crop. The Efficient Erecting Co. did the work.

Shawneetown, Ill.—The Farmers Union has bot and taken possession of the elvtr. of Holt & Gale Bros., which has been operated as the Shawneetown Elvtr. Co.

Hayes, Ill.—John Koehn has let contract for the remodeling of his elvtr. and the erection of an addition, for the storage of ear corn, to the Decatur Construction Co.

Yuton sta. (Bloomington p. o.), Ill.—The new addition to the elvtr. of the Yuton Grain Co. is now full of grain. It is a frame iron-clad structure, with metal roof.

Troxel sta. (Maple Park p. o.), Ill.—We are operating under lease the elvtr., formerly managed by J. M. Leisch, and have the first privilege of buying.—J. H. Wittry & Co.

Rantoul, Ill.—The report that a farmers elvtr. company would build an elvtr. between this place and Thomasboro is an error and no such action is contemplated.—G.

Osbornville, Ill.—The Mt. Auburn & Osbornville Farmers Grain Co. has let contract for the erection of an addition to its elvtr. here, to the Decatur Construction Co.

El Paso, Ill.—The El Paso Elvtr. Co. has purchased an automobile for the use of Mgr. Hildreth, in looking after the business at its elvtrs. located at Panola, Kappa and Enright.

Maroa, Ill.—L. J. Kaiser has sold his elvtr. He is still suffering as a result of his accident while using the manlift some time ago and will not engage in the grain business again.

Mt. Auburn, Ill.—The Mt. Auburn & Osbornville Farmers Grain Co. has let contract for the erection of a large storage addition to its elvtr. here to the Decatur Construction Co.

Peoria, Ill.—The following officers were chosen at the annual meeting of the Burlington Elvtr. Co.: Pres., W. T. Cornelson; vice-pres., T. A. Grier; sec'y-treas., Eobt. Cornelson.

Cairo, Ill.—A new public grain warehouse has been opened by officers of the Roberts Cotton Oil Co. James Roberts is pres., Leo J. Kleb, vice-pres., and G. W. Coates, sec'y-treas. of the company.

Velma sta. (Owaneco p. o.), Ill.—Twist Bros. will erect an elvtr. here. They will dismantle their elvtr. at Honey Bend and use part of the material from it in the construction of the elvtr. here.

Avon, Ill.—The 20,000-bu. elvtr., under construction at this station, is owned by A. B. Curtis and not the Farmers Elvtr. Co., as previously reported. The Newell Construction Co. has the contract.

Leonore, Ill.—We recently installed a new 18-h. p. kerosene engine in our elvtr. On Oct. 2 we took possession of the Wheeler Elvtr. and will operate both houses.—H. W. Linder, mgr. Farmers Elvtr. Co.

Peoria, Ill.—T. A. Grier is pres., E. V. Maltby, vice-pres., and J. A. Waring, sec'y-treas., of the recently incorporated T. A. Grier & Co. Mr. Waring will move to Peoria and take an active part in the business.

Pesotum, Ill.—The elvtr. of John Riemke was threatened with destruction Oct. 10 when fire was discovered in a pile of about 1,000 grain doors. About 250 of the doors were either burned or damaged by the fire, which was started by tramps.

Streator, Ill.—C. S. Cray, head of the Illinois Selling Co., manufacturers of canned corn, has taken over the grain office of Bennett & Co. Mr. Cray is a member of the Chicago Board of Trade. He will probably retain Mr. Clifford as mgr.

Peoria, Ill.—The C. H. Lewis Grain Co. incorporated; capital stock, \$25,000; incorporators, Ethel E. Feitman, V. T. Turner and Frank L. Wood.

Mazon, Ill.—The Farmers Elvtr. Co. has completed the overhauling of its elvtr. A Richardson Automatic Scale and manlift have been installed.

Maroa, Ill.—Ed Hendrix, who owns an elvtr. at Lane, has removed from this city to Clinton, to be nearer his elvtrs. I have purchased his bungalow here and will live in this city, having taken over the elvtr. of L. J. Kaiser.—W. M. Myers.

Princeton, Ill.—The Farmers Elvtr. Co. has decided to build a new 20,000-bu. concrete elvtr. to replace its old house, which the Burlington has ordered removed from its present site. The new building will probably be erected in the spring.

Altona, Ill.—The new elvtr., built by the Altona Grain Co., will be ready to operate as soon as the electric motors are installed. The elvtr. is built on private land and the railroad is taking its time about laying the company's house track.

Paxton, Ill.—The addition, being built to the elvtr. of the Risser-Rollins Co., on the Illinois Central, is about completed. The entire plant will be covered with iron and the electric wiring will be changed to conform with the rules of the mutual insurance companies.

Decorra, Ill.—The newly organized Farmers Elvtr. Co., of Stronghurst, has purchased the 3,000-bu. elvtr. of W. H. Perrine & Co., at this station, and will operate it in connection with its recently acquired elvtr. at Stronghurst. H. R. Kinson will manage both houses.—G.

Jenkins Switch (Clinton p. o.), Ill.—C. L. Smith contemplates overhauling the elvtr., which he recently acquired. A new 16x28x10-ft. frame metal roof office, divided into 2 rooms, is nearing completion. The chimney is of brick, built according to specifications of mutual fire insurance companies.

Buckley, Ill.—We have completed the installation of a Hess Steam Grain Drier and have made arrangements with the I. C. R. R. to stop in transit for drying at this station, to all grain points. We will buy and handle cool and sweet corn thru the season.—Wm. Kaufmann, mgr. Wm. Kaufmann Co.

Casey, Ill.—We have sold our elvtr. to the Central Lumber Co., which will use it for the storage of lime, cement and such commodities. We retained our coal yards and warehouses and will continue in the seed, feed and coal business. The grain business is a thing of the past in this section.—C. B. Appleby, of Buxton & Appleby.

Galesburg, Ill.—We are wrecking our old building and erecting a 2-story up-to-date fireproof building, 120 ft. x 50 ft. Alterations are being made in the mill so that grain can be handled as in an elvtr. A new dump, conveyor and leg will be installed to meet this end of the business. The elvtr., warehouse and mill, when completed, will be one of the best in this section.—Consumers Fuel & Feed Co.

Fairbury, Ill.—Charles F. Price, for 30 years with the S. C. Bartlett Co., of Peoria, has taken charge of the company's elvtrs. at this place and Lodemia, on the Wabash, succeeding R. E. Simpson, resigned. R. C. Vance will continue to buy grain for the company at Lodemia. Clifford Ferguson, who has been with the Farmers Elvtr. Co. at Weston, will take care of the machinery and the handling of grain.

Sullivan, Ill.—Work is progressing on the elvtr. under construction for E. W. Davis. It is of rectangular construction, with a capacity of 60,000 bus. It has a 12x12 pit, which is 15 ft. below grade. The building has a foundation slab of reinforced concrete, 20 in. thick, under the entire building and extending 2 ft. outside at all points. The structure is of reinforced concrete thruout. Geo. W. Quick & Sons have the contract.

Paris, Ill.—E. P. Huston, having become associated with B. F. Rudy and D. D. Huston, of Rudy & Co., the firm name has been changed to the Rudy-Huston Grain Co. The company operates elvtrs. at Dudley, Mays, Vermillion and this place.

Elliott, Ill.—The elvtr., built last year by J. S. Cameron, was built on private land. The railroad company was ordered, by the public utilities commission, to lay a house track. This has not as yet been done. Grain is loaded into cars by using a portable elvtr.—G.

Wyckles sta. (Decatur p. o.), Ill.—G. W. Leonard has completed the elvtr. for which he let contract to the Decatur Construction Co. It is a small balloon constructed house, equipped with a cleaner, sheller, single leg, automatic scale and manlift. The machinery was supplied by the Union Iron Works and a 12-h. p. Fairbanks-Morse Type N. B. Gasoline Engine, located in a 10-ft. detached concrete building, furnishes the power.—G.

Owaneco, Ill.—Our elvtr., office building and adjoining warehouses were not damaged in the fire Sept. 21, which destroyed one of our warehouses, with a loss of \$2,350. The blaze was caused by a spark from our smoketack on the shingle roof. We are now placing ground dumps in our elvtr. and will have it ready for the movement of new corn. We are also putting in a large kerosene engine and doing away with steam power.—W. H. Barrett & Bro.

Paxton, Ill.—Earl Kuhn, 17 years of age, died as the result of a fall from the top of the elvtr. of the Risser-Rollins Co., a distance of 75 ft. The supposition is that he went to the roof to get a rope which held one end of a plank, used by the carpenters as a "toe hold." The rope had been loosened and when he stepped on the plank it slipped, letting him slide down the steep roof. A guy wire broke his fall. He lived about 36 hours after he fell, but did not regain consciousness.

Tuscola, Ill.—C. E. Davis sold a half interest in the elvtr. here Sept. 13 to T. G. Wells, who had been conducting an elvtr. at Cadwell. On Oct. 6 they disposed of the elvtr. at this place to Frank A. Warren, who had been operating an elvtr. at Chipps sta. (Sullivan p. o.). Mr. Warren will move here and take active charge and C. E. and Will Davis will retain possession of the Wells Elvtr. at Cadwell. The elvtr. at Chipps sta. will be retained by C. E. Davis and it is understood that J. A. Davis, who was formerly in business here, will manage it.

East St. Louis, Ill.—Mason Hawpe Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, Mason Hawpe, J. S. Smith and Henry J. Fehr. The Belt Line Elvtr. at this place has been taken over from the C. H. Albers Commission Co. and has been declared irregular by the St. Louis Merchants Exchange since Oct. 10 for the former owners and regular for the Mason Hawpe Elvtr. Co., which has removed its headquarters from Kansas City, Mo., to this place. The company has purchased an Invincible Grain Cleaner and Receiving Separator.

Harvey, Ill.—I have purchased the property of the Harvey Elvtr. Co., on the Grand Trunk. It consists of 10 tile tanks, of about 250,000 bus. capacity, located on private ground, having room for 6 times this capacity. Track connections with the main line of Illinois Central and B. & O. Belt are a few hundred ft. away. I am having plans perfected for a concrete working house, which will be on our own ground adjoining the tanks, and when these improvements are completed, we will have a splendid handling, conditioning, and storage plant, of fireproof construction, capable of handling about 20 cars per day, and storing over 300,000 bus., with all the trackage necessary. As there are others interested with me in this enterprise, a company will be incorporated to own and operate the plant. These plans will be matured later.—Charles T. Peavey, Chicago.

CHICAGO NOTES.

William L. Shergold, formerly with Nast & Co., is now connected with Noyes & Jackson.

Andrew Hazlehurst, for 30 years a member of the Board of Trade, died Oct. 14. He was 63 years of age.

A membership in the Board of Trade sold Oct. 24 at \$7,600 net to buyer, the highest price so far paid.

J. E. Carney, expert statistician, especially in connection with the grain trade, is now with A. O. Slaughter & Co.

James S. Moore, for the last 35 years a member of the Board of Trade, died Oct. 13. He had been associated with C. H. Canby & Co.

We sold Oct. 20 a car of No. 2 yellow corn for account of the Plainfield Grain Co., Plainfield, Ill., at \$1 a bu., to the Albert Dickinson Co. This is the highest price that any corn has sold at in our market since 1892.—Brennan & Carden. Later many cars of No. 2 mixed sold above \$1.

We have opened an office in the Webster Bldg., to handle the accounting on our eastern and export business. This has been done at our Portland office, but we found a central location desirable. Our Chicago office will not be a selling office. S. A. Turner, who has been with the firm at Portland for 9 years, will have charge.—Otto Kettenbach, field mgr. M. H. Houser.

Albert Francke, Donal M. Miller, Frederick G. Sprague, Harry L. Wilkinson, Chas. A. Johnson and Lyman G. Bourneque have applied for membership in the Board of Trade. Lewis F. Gifford, J. R. Pickell, Albert R. Taylor, Walter M. Murphy, Heath T. Byford, John Simon, Louis T. Sayre, John W. Hatten and Walter A. Radford have been admitted to membership and the memberships of Robert D. Flood, Joseph H. Hogan, G. E. Graft, Oliver D. Mosser, Berton L. Kittle and Frank L. Hough have been transferred. Memberships are selling at \$7,600 net to buyer.

The transit rules provide that the paid inbound freight bill must be presented by the shipper at the time he gives his outbound shipping directions, but the Inspection Bureau has decided that, in order to relieve the trade from the assessment of the local rate outbound on such grain, the bureau will accept the country B/L or receipt therefor, for the purpose of authorizing the reshipping rate, but with the distinct understanding that the paid freight bill must be presented for recording within the 10-day period. If, however, the paid freight bill cannot be surrendered to the bureau within the 10-day period because the inbound carrier has failed to present it for payment, it is necessary, under the transit rules, in order to secure the reshipping rate East, to notify the bureau within the 10-day period of inability to record the bill. We have written the inbound carriers, requesting that they present freight bills for payment immediately after they obtain the weights, and have suggested that an effort be made to present the freight bills to the receivers the day following the receipt of the weights.—J. S. Brown, mgr. Transportation Dept.

INDIANA

Colfax, Ind.—I am now mgr. of the Colfax Grain Co.—George Truitt.

Fowler, Ind.—Wilbur Hanson has purchased an interest in the Fowler Elvtr. Co.

Madison, Ind.—The Wm. Trow Co. contemplates installing a new engine in its elvtr.

Lynn, Ind.—W. L. Cox, who recently sold his elvtr. in Henry County, has bot an interest in the elvtr. here.

Switz City, Ind.—The Switz City Mfg. Co., operating a 75,000-bu. elvtr. and mill, suffered a loss by fire on Oct. 17.

Jamestown, Ind.—Z. Bennett, of Scottsburg, has bot the elvtr. of the Jamestown Mfg. Co., of which Wm. Teague was prop.

Lynn, Ind.—We have installed a new 24-in. Scientific Feed Mill and a new 35-h. p. gas engine.—Berry Bros., per W. E. Berry.

Corunna, Ind.—J. H. Knauer has let contract for a 32x32-ft. elvtr. to the Reliance Construction Co., to be built on the N. Y. C.

Rochester, Ind.—Wm. and Fred Leiter, who recently took over their father's elvtr. here, are building a 20x60-ft. cement block warehouse for coal and feed.

Attica, Ind.—Nixon & Vandevender have built an ear corn addition to their elvtr. and installed new conveyors. The Efficient Erecting Co. did the work.

Burdick, Ind.—Lightning recently struck the elvtr. of Frank Anderson. A hole was torn in the side of the building, letting some wheat out, but there was no fire.

Frankfort, Ind.—Stevenson & Bergen have given their elvtr., operated as the Fairground Elvtr., a general overhauling. The Efficient Erecting Co. did the work.

Wheatland, Ind.—Our firm name will now be Walker & Barr, owing to the marriage of Mrs. Chambers. We formerly operated as Walker & Chambers.—Walker & Barr.

Michigantown, Ind.—The Davis Grain Co. has installed a new sheller and friction clutches and given the elvtr. a general overhauling. The Efficient Erecting Co. did the work.

Crown Point, Ind.—Emil Schroeder, prop. of an elvtr. here, was killed Oct. 8. He was crossing the railroad track when a fast train struck him, hurling his body nearly 200 ft.

Fulton, Ind.—The Fulton Grain & Lumber Co. is installing self-registering wagon scale, and electric lights as well as other improvements. A dynamo will run the light machinery.

Ft. Branch, Ind.—The Ft. Branch Mfg. Co., operating elvtrs. and mills, has been placed in the hands of a receiver. Liabilities are about \$13,000, and the property is valued at \$8,000.

Peru, Ind.—The Wabash Elvtr., leased by Weeks Bros., is being dismantled to make room for large coal yards, which the lessees will operate. The elvtr. has been idle for a number of years.

Kennard, Ind.—I am repairing my elvtr. and will install a new dump and elvtr. leg. The bin capacity will be doubled and an additional feed house, of 3 cars capacity, will be constructed. The Reliance Construction Co. is doing the work.—Etna Lefforge.

Ft. Wayne, Ind.—Charles S. Bash, who for many years was head of the grain and seed firm of S. Bash & Co., died Sept. 24. He was born in Roanoke, Va., 63 years ago, and came to this city, with his parents, the following year. He is survived by his widow, 3 sons and 6 daughters.

La Grange, Ind.—The elvtr. of the Home Grain Co. burned Oct. 17. It contained 3,000 bus. of wheat and a large quantity of other grain. The company writes that it carried \$5,000 insurance on the elvtr. and \$4,800 on the stock. It estimates its loss at \$5,000. The erection of an up-to-date cribbed elvtr. is contemplated.

IOWA

Bartlett, Ia.—The erection of an elvtr. is being agitated here.

Blencoe, Ia.—The Farmers Elvtr. Co. will build a 5,000-bu. corn crib.

Templeton, Ia.—The Charles Dozler Grain Co. will install new scales.

Blanchard, Ia.—Wm. Douthirt is at present mgr. of the Farmers Elvtr. Co.

Moorland, Ia.—The Farmers Grain Co. is installing a new engine at the elvtr.

Norway, Ia.—I am now agt. of the Kuehl-Lammers Grain Co.—John Wack.

Dayton, Ia.—E. R. Sellstrom has resigned as mgr. of the Farmers Elvtr. Co.

Mapleton, Ia.—Sam Nelson has resigned as mgr. of the Farmers Grain & Lumber Co.

Midway (Battle Creek p. o.), Ia.—J. C. Etler is building an elvtr. and large corn crib.

Burnside, Ia.—Frank Nordstrom has closed his elvtr. on account of the car shortage.

Anderson, Ia.—E. G. Haning contemplates the erection of an elvtr., according to report.

Primghar, Ia.—Walter Wright has accepted a position in the elvtr. of the Farmers Elvtr. Co.

Madden's switch (no p. o.), Ia.—Wilbur Goy, prop. of an elvtr. at Tabor, is erecting an elvtr. here.

Blencoe, Ia.—O. L. Johnson is employed temporarily at the elvtr. of the Nye Schneider Fowler Co.

Persia, Ia.—Charles Willard, agt. of Wright & McWhinney, was married Oct. 4 to Miss Mertie M. Brownell.

Westgate, Ia.—The Farmers Elvtr. Co. has completed its 15,000-bu. elvtr. The Newell Construction Co. had the contract.

Moran, Ia.—I am doing some repair work and will paint my elvtr. at this station.—A. A. Cook, successor to Cook Bros., Woodward.

Pocahontas, Ia.—P. L. Rivard has purchased a site and will erect an elvtr., to which the Rock Island will lay a side track.

Brooks, Ia.—Sparks from a traction engine set fire to the elvtr. at this place. The blaze was extinguished with small damage.

Riverton, Ia.—John Stubbs and his son, Walter, have bot and taken possession of the elvtr. and seed house of Rankin & Cowden.

Sioux City, Ia.—Gordon Cashman, in the grain brokerage business at Sioux Falls, S. D., contemplates opening an office in this city.

Waterloo, Ia.—The Flanley Grain Co., of Milwaukee, Wis., contemplates establishing an office here with Percy D. Richards in charge.

Rockwell City, Ia.—The Farmers Elvtr. Co. has decided to build another elvtr. E. H. Brewer was appointed mgr. for the coming year.

Quasqueton, Ia.—Our railroad has been suspended by order of the federal court since last December.—Frank W. Sauer, of Chas. Sauer & Sons.

Hubbard, Ia.—W. H. Hoelscher has succeeded me as mgr. of the Farmers Elvtr. Co. here.—B. P. Greenfield, representing Brennan & Carden, Gowrie.

Waukon, Ia.—The Equity Co-operative Ass'n has been organized, with a capital stock of \$25,000, with Rudolph Nash as pres. and C. D. Hexon, sec'y-treas.

Tipton, Ia.—I have sold my grain and milling business to W. W. Little. I expect to engage in the grain business again at some other point in the near future.—A. E. Taber.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Sioux City, Ia.—Charles Hart, formerly in the grain business at Allen, Neb., is now traveling solicitor, in western territory, for the Flanley Grain Co., with headquarters here.

Modale, Ia.—W. M. Sharpnack & Co., who applied several months ago for a site for an elvtr., on the Chicago & North Western R. R., is awaiting the decision of the railroad commission in regard to the matter.

Coon Rapids, Ia.—We are building a new double crib, 48 ft. long and 10 ft. wide, with 8 ft. posts and cement floor and driveway. Fred Pingree was in charge of the elvtr. 10 days, until R. L. Wood, mgr., came.—Farmers Elvtr. Co.

Woodward, Ia.—I have purchased the interest of E. W. Cook and am now owner of the elvtrs. at this place and Moran, formerly owned by Cook Bros. I also own an elvtr. at Van Cleve, which was not included in our partnership.—A. A. Cook, successor to Cook Bros.

Essex, Ia.—The elvtr. and mill, comprising a part of the estate of A. M. Stearns, has been sold to the recently organized Farmers Co-operative Exchange, of which C. O. Peterson is pres. Possession of the elvtr. was given Oct. 21 and possession of the mill will be given Nov. 1.—F. C. Stearns.

Council Bluffs, Ia.—Pouring of concrete for the 1,000,000-bu. elvtr., under construction for the Hynes Elvtr. Co., at a cost of \$350,000, is being done night and day while the weather permits. The building will be a reinforced concrete and steel structure. The Stephens Engineering Co. has the contract.

Des Moines, Ia.—Ass't Attorney General Robins on Oct. 18 warned grain dealers that it is unlawful to accept new corn on the cob at 80 lbs. per bu., unless a written agreement is entered into to that effect between the owner of the corn and the purchaser. The opinion was given following a request on the part of a number of grain dealers, asking whether it was legal to do this to allow for shrinkage in drying.

KANSAS

Cleburne, Kan.—C. W. Dial contemplates the erection of an elvtr.

Dresden, Kan.—The Farmers Elvtr. Co. has an elvtr. under construction.

Viola, Kan.—We have sold our elvtr. at this station.—A. W. Brandt, Severy.

Murdock, Kan.—O. E. Case took charge of our elvtr. Sept. 1.—Farmers Elvtr. Co.

Courtland, Kan.—Bossemeyer Bros. now have 2 elvtrs. on the A. T. & S. F.—X.

Lyons, Kan.—C. A. Cooper & Co. will rebuild their elvtr., which burned Aug. 9.

Culver, Kan.—I am now mgr. of the Culver Grain & L. S. Ass'n.—Otis Courtney.

Munden, Kan.—Gregory & Son, of Reynolds, Neb., have bot the elvtr. of J. W. Kelly.

Durham, Kan.—The H. C. Rice Grain Co. has completed its elvtr. and placed it in operation.

Greenleaf, Kan.—Mr. Heinen has leased his elvtr. at this station and removed to Wetmore.

Cheney, Kan.—Patrick Murphy is the new grain buyer for the Cheney Mill & Elvtr. Co.

Wellington, Kan.—The Larabee Mfg. Co. has taken over the grain business of the Aetna Mfg. Co.

Goodland, Kan.—R. T. Hulshizer and P. S. Huston are operating the elvtr. of G. W. Bandt under lease.

Haviland, Kan.—The office of the Crews Bros. Grain Co. was entered Oct. 13 and an adding machine stolen.

Grinnell, Kan.—The Farmers Elvtr. Co. is building an 18,000-bu. steel elvtr. The White Star Co. has the contract.

Seneca, Kan.—Herman Vandemkampe, grain dealer, died Oct. 7 from injuries sustained in an automobile accident.

Sunnyside, Kan.—The Farmers Elvtr. Co. contemplates the erection of an elvtr.

Scottsville, Kan.—John Rhodes has succeeded J. E. Connor, who resigned as mgr. of the Farmers Union, to go to Esbon.

St. John, Kan.—David S. Jackman, mgr. of the Kansas Mfg. Co., was married Oct. 10 to Miss Nora Ethelyn La Grant, of Wichita.

Hutchinson, Kan.—Thirty-five grain men were the guests recently of W. C. Goffe, of the firm of Goffe & Carkener, at a banquet at the Bismont Hotel.

Groveland sta. (McPherson p. o.), Kan.—The Wall-Rogalsky Mfg. Co. has repaired the interior of its elvtr. and covered the building with galvanized iron.

Herington, Kan.—The office of the Farmers Union was entered recently, but the safe and money drawer were empty. The intruder left, leaving a lady's handkerchief.

Red Wing, Kan.—Fred Busenbarrick has been hired as mgr. of the recently completed 20,000-bu. steel elvtr. of the Farmers Grain & Supply Co., which is now full of grain.

Pratt, Kan.—We have decided to build a new elvtr., equipped with up-to-date machinery. We recently erected a 14x26 ft. office and coal bins, on the A. N. R. R.—Pratt Equity Exchange.

Gypsum, Kan.—Work on the elvtr., under construction for the Ball Mfg. Co., now in the hands of a receiver, has been held up for several weeks. Recent report states that it will be resumed soon.

Haviland, Kan.—C. W. Crews has taken over the half interest of C. M. Tucker in the elvtr. of the Crews & Tucker Grain Co. and the business will now be conducted under the name of the Crews Bros. Grain Co.

Levant, Kan.—The recently organized Levant Co-operative Shipping Ass'n has been incorporated with a capital stock of \$10,000. The company recently let contract for an 18,000-bu. studded elvtr. to the White Star Co.

Lenora, Kan.—Clyde Wood, employed in the elvtr. of the Baker-Crowell Grain Co., was found dead on the floor of the engine room. His neck, jaw and leg were broken, but there was no indication that he had come in contact with the machinery.

Burrton, Kan.—The Ball Mfg. Co., now in the hands of a receiver, started the construction of an elvtr. some time ago, but work has now been suspended and the building is locked up. I do not know whether or not the building will be completed.—X.

Hunter, Kan.—Two elvtrs. are now under construction, one for the Farmers Union and the other for E. C. Robsin. These buildings will be completed about Nov. 25. A 3rd elvtr. has not been started as yet. The Farmers Union is buying wheat at the present time.—X.

Great Bend, Kan.—The Farmers Grain & Supply Co. will be incorporated, with a capital stock of \$20,000. Fred Moore is pres. and Jas. W. Clarke, sec'y, of the company, which has taken over the elvtr. of the Rock Mfg. & Elvtr. Co., paying \$20,000. Earl Smith, who has been in charge, will remain for a few weeks.

Ashland, Kan.—We have just completed a 15,000-bu. addition to our plant, making the total storage capacity 29,000 bus. It is of all frame construction, with cement bin bottoms and 7x5 runways above and below along the conveyors, which are 12 and 10-in. respectively. Our old elvtr. has been completely overhauled with the driveway widened to 14 ft. Cement bin bottoms have been put in, the pits have been deepened 6 ft. and made to hold 2,500 bus. The main elvtr. has been raised 2 ft. and the whole thing made ratproof by using cement. We have installed electric lights in metal conduits and contemplate installing an electric motor for power. The building is fully equipped with a new 5-ton Fairbanks Wagon Scale, cleaner, and automatic scales.—Wallingford Bros.

Silver Lake, Kan.—I bot a 2nd-hand electric light plant and moving picture show equipment and will install the generator at my elvtr., using the elvtr. engine for power. I will install the picture show in another part of town, using a storage battery, which will give a 24-hour light system for the town. This will not interfere with my grain business.—Geo. B. Harper.

WICHITA LETTER.

John H. Beyer, of Ft. Madison, Ia., is now with the Kemper Grain Co. at this city.

J. H. Jones, formerly in the grain business, with the Terminal Elvtrs., is now with the J. R. Harold Grain Co.

We are not in any way connected with the Ball Mfg. Co. or with the receivers of that company.—H. C. Knox, pres. Farm Products Exchange Co.

The Larabee Flour Mills Corporation, operating a line of elvtrs., has removed its offices to 416 Sedgwick Bldg. T. J. Holdridge is general mgr.

T. L. King has brot suit, for \$10,000 damages for personal injury, against the Red Star Mill & Elvtr. Co. He alleges that while in the company's employ someone dropped a board on his head.

TOPEKA LETTER.

J. R. Koonts, general freight agt. of the Atchison, Topeka & Santa Fe Railroad, before the public utilities commission, Oct. 18, charged that the eastern railroad systems had failed to live up to an agreement entered into between the railroads of the country in the matter of returning cars promptly. He stated that until the western roads became aware of the broken faith in the east it cost railroads of this state the use of between 15,000 and 20,000 cars. Since the western roads learned this they have been keeping every freight car they can lay their hands on, according to Mr. Koonts. He appeared as a witness in a hearing on an application for an increase in demurrage charges intended to discourage holding freight cars for storage purposes. An interstate demurrage tariff will be filed within 10 days and unless suspended will go into effect immediately, according to the Santa Fe.

Shippers have sold grain for future delivery and are unable to fill sales made. While most of the wheat that was piled on the ground in Kansas has been picked up and marketed, there are not enough cars to take care of the grain tendered, and should there be a decline in the market, shippers would stand a heavy loss, as contracts would be canceled by the buyers. Some country shippers are partly responsible for the existing conditions. There are 800 cars alone in Kansas City, loaded with grain, awaiting orders. The condition at other terminal markets, including the southern export ports, is little better. If shippers insist on delaying equipment, as they are now doing, the carriers will be forced either to unload contents of cars into public elvtrs. or secure permission from the Public Utility Commission of the different states to increase their demurrage rates, or secure permission from the I. C. C. to file tariffs providing for a demurrage rate of \$5 per day. We trust that shippers will heed this warning, and if responsible for the delay of box car equipment at any terminal market, that they will release same without delay.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

KENTUCKY

La Center, Ky.—W. M. Hall has bot and taken possession of the grain and coal business of Jones & Parks.

Lexington, Ky.—The elvtr. and warehouses of the old firm of Logan Bros. & Haggin, which have been unoccupied for several years following the closing out of the firm's business here, have been sold and will be used for another line of business.

Louisville, Ky.—George N. Tepe, 82 years of age, retired grain dealer, died Oct. 5.

Louisville, Ky.—Jos. Kumil, grain buyer of the Middlesboro Brewing Co., died recently, aged 65 years.

LOUISIANA

Crowley, La.—Lawson & Chappell have erected a grain and hay warehouse in South Crowley.

New Orleans, La.—In handling grain to the new Public Elevator, traffic men say they will have to turn over the grain to the elevator, for switching and delivery to the elevator, before the freight charges are paid, or the B/L covering the shipment are surrendered to the terminal company.

MARYLAND

Adamstown, Md.—Thomas & Co. will have their new 15,000-bu. elevator, on the B. & O., completed about Nov. 10.—G. L. Thomas is mgr. and G. F. Thomas, asst. mgr. of the company. The Farmers Exchange operates an elevator on adjoining land.—X.

Ellicott City, Md.—Contract for the erection of a reinforced concrete elevator, and 6-story mill has been let by the C. A. Gambrell Mfg. Co. to the Consolidated Engineering Co. Work on the buildings, which will replace the company's burned plant, will be rushed to completion.

BALTIMORE LETTER.

J. Carroll Fahey and Charles W. Watkins have applied for membership in the Chamber of Commerce.

J. A. Peterson, supt. of the Western Maryland R. R. Elevator at Port Covington, was married Oct. 5 to Miss Frances Benson, of Excelsior Springs, Mo.

MICHIGAN

Grand Ledge, Mich.—A scoop shoveler is buying grain here.—W. L. Ireland & Co.

Caro, Mich.—E. P. Delmore is now mgr. of the Tuscola Elevator Co.—Farmers Elevator Co.

Au Gres, Mich.—We will build an elevator this year.—E. G. Cole, mgr. Au Gres Elevator Co.

Allegan, Mich.—The Gleaners Elevator Co. has taken over the elevator of E. F. Sherman.

Henderson, Mich.—Detwiler & Kirn have succeeded Detwiler & Son.—E. E. Kirn, mgr.

McBain, Mich.—The Farmers Elevator Co. has been incorporated, with a capital stock of \$5,000.

Glennie, Mich.—The Glennie Elevator Co. has been incorporated, with a capital stock of \$2,500.

Schoolcraft, Mich.—We will enlarge and improve our elevator at this place.—Thomas & Harvey.

Stanton, Mich.—Scoop shovelers are operating at this station and McBride.—B. E. Cadwell.

Gobleville, Mich.—A scoop shoveler is buying some grain at this station.—Gobleville Mfg. Co.

Niles, Mich.—A scoop shoveler is operating at this point.—C. B. Brown, mgr. Niles Grain Co.

Carney, Mich.—Jule Duquaine is building an elevator to replace his house, which burned Aug. 7.

Sterling, Mich.—We have built a 30x50 ft. warehouse and a 20x50 ft. coal shed.—Sterling Elevator Co.

Birmingham, Mich.—I have succeeded Smith Bros., who have discontinued business.—W. E. Smith.

Weldman, Mich.—Mr. Olmstead, of Orleans, has taken charge of the new elevator of the Hall Elevator Co.

Shaftsbury, Mich.—We succeeded A. L. Bullard in the grain business last July.—A. B. Bullard & Son.

Horton, Mich.—A scoop shoveler is buying grain at Snider, a station 4 miles north of Horton.—Eddy & Son.

Trufant, Mich.—I have succeeded Hansen & Son and operate a 5,000-bu. elevator on the P. M.—Oscar Hansen.

Shepherd, Mich.—Harry J. Hudson has succeeded Fred Walton, who resigned as mgr. of the Shepherd Elevator Co.

Kingsland, Mich.—We have installed cleaning machinery in our warehouse here.—Crane & Crane, Eaton Rapids.

Luther, Mich.—I contemplate equipping a small elevator, with belts, carriers and electric motors.—Frank A. Smith.

Richmond sta. (Lenox p. o.), Mich.—George R. Davidson has bot the property of the defunct Richmond Elevator Co.

Fenwick, Mich.—We have improved our elevator, installing new machinery thruout and adding a feed mill.—Fenwick Elevator Co.

McBain, Mich.—The McBain Grain Co. has increased its capital stock from \$9,000 to \$35,000. A. E. Scheper is mgr. of the company.

Williamston, Mich.—We have succeeded M. A. Dennis and placed G. E. Kuehn in charge of our 12,000-bu. elevator.—M. A. Dennis & Co.

Salzburg sta. (Bay City p. o.), Mich.—Excavation has been started for the elevator, for which the Cass City Grain Co., recently let contract.

Otisville, Mich.—Harry Hudson, formerly in charge of the elevator of J. P. Burroughs & Son, has taken charge of an elevator at Shepherd.

Rogersville, Mich.—I am still mgr. of the elevator of J. P. Burroughs & Son here and also at Otisville, having taken charge there on Aug. 14.—A. E. Reese.

Allegan, Mich.—Leon Kolvoord has purchased the elevator and mill of the S. A. Guard Estate and is operating under the name of the Handy Electric Mills.

Deford, Mich.—We are now operating our 15,000-bu. up-to-date elevator, which was built to replace the house, burned May 2.—Eli M. Stout, mgr. Deford Lumber & Grain Co.

Lowell, Mich.—Charles Jakeway, prop. of elevators here and at Moseley, was killed Oct. 14, when the automobile, in which he and his father-in-law were riding, was struck by a fast train.

Jonesville, Mich.—The Associated Farmers Co. has discontinued the grain business. We operate a 30,000-bu. elevator on the New York Central.—Oliver S. White, mgr. Jonesville Mfg. Co.

Buckley, Mich.—D. A. Byrne is mgr. of our company, which operates a 5,000-bu. elevator and warehouse on the M. & N. E. A firm from another station is scooping grain here.—Buckley Grain Co.

Mt. Morris, Mich.—We now operate the elevator and warehouse, formerly owned by J. P. Burroughs & Son. Our firm is composed of James B. Leach and H. W. Graham.—James B. Leach & Co.

Ogden, Mich.—Walper & Heiser are operating the elevator, formerly owned by the J. J. Walper Co. The firm is composed of J. J. Walper, of Riga, and H. H. Heiser, of Blissfield.—F. B. Nachtrieb, mgr.

Avoca, Mich.—Bricker & Jackson have dissolved partnership and the Avoca Elevator Co., with W. C. Bricker as mgr., has taken over the 20,000-bu. elevator.—H. M. Wadsworth, mgr. Hill & Wadsworth.

Fenton, Mich.—The firm of Burdick Potter & Son, operating a 10,000-bu. elevator, was dissolved when Burdick Potter, Sr., died. J. Burdick Potter is now doing a general grain and hay business at Flint.

Perrinton, Mich.—The Stockbridge Elevator Co. is building and enlarging its bean plant and putting in new elevators and machinery for handling beans. A feed warehouse is also being erected.—C. L. Bowdish, agt.

Hemans, Mich.—We are operating an elevator on the D. B. C. & W., with Emerson Kiteley as agt. The name of this station has been changed from Brockton sta. (Wilnot p. o.) to Hemans.—Lamotte Farmers Elevator Co.

Flushing, Mich.—The Farmers Elevator Co. has bot the elevator of Phillips & Darling and I am mgr.—A. Phillips.

Rockford, Mich.—We are operating under lease the grain warehouse of the late W. H. Hyde.—Dockery Bros.

Greenville, Mich.—E. B. Slowson is operating a grain and bean elevator, for which he let contract to G. R. Banton.—Banton & Kerr, Butternut.

Dimondale, Mich.—The elevator at this station, which burned April, 1915, has not been rebuilt. No elevator is located here now and we are buying beans from this section thru our warehouse at Kingsland.—Crane & Crane, Eaton Rapids.

Columbus, Mich.—John P. O'Donnell is sec'y, treas. and mgr. of our company, which incorporated last November, with a capital stock of \$5,000, and took over the elevator of the Richmond Elevator Co., dissolved. The name of this town has been changed from Hickey to Columbus.—Columbus Elevator Co.

Bancroft, Mich.—The Bancroft Elevator Co. has bot the elevator of W. O. Calkins, which has been run by C. E. Hankins the past year. The new company is composed of G. W. and G. S. Hoxton, of Oakfield, N. Y., and C. E. Hankins, who is mgr. The bean picking dept. has been enlarged. Improvements will be made in the elevator and a 40x70 ft. warehouse will be erected. The buildings will be painted and flower beds maintained and lawns made next summer.

MINNESOTA

Brooks, Minn.—C. D. Hall has bot an elevator at this station.

Lynd, Minn.—Hess & Gillette have purchased the elevator of the E. S. Mooers Elevator Co.

Mahnomen, Minn.—The Mahnomen Elevator Co. has placed its new elevator in operation.

Foxhome, Minn.—We have sold our elevator to the Farmers Elevator Co.—F. G. Myers & Co.

Angus, Minn.—The recently incorporated Farmers Elevator Co. has completed its 40,000-bu. elevator.

Young America, Minn.—The Security Elevator Co. has placed a new foundation under its elevator.

Elgin, Minn.—The Richardson Elevator Co. has succeeded Richardson Bros. & Son.—W. H. Richardson, sec'y.

Atwater, Minn.—The Farmers Elevator Co. will discontinue business. Its elevator was destroyed by fire on June 28.

Meriden, Minn.—The recently incorporated Farmers Elevator Co. has taken over the elevator of the L. G. Campbell Mfg. Co.

Bigelow, Minn.—We have recently installed electric power in both of our elevators here.—O. F. Johnson, mgr. Farmers Elevator Co.

St. Paul, Minn.—The Pioneer Grain Co. has completed its 70,000-bu. elevator and cleaning house, on the Soo, and the plant is now in operation.

Ellendale, Minn.—The Speltz Grain & Coal Co. has erected a one-story addition to its elevator, which will be used as a flour and feed warehouse.

St. Paul, Minn.—The new reinforced concrete terminal elevator of the Equity Co-operative Exchange, will be ready to receive grain by Nov. 1.

Duluth, Minn.—Work is rapidly progressing on the 1,500,000-bu. addition to the Capitol Elevator, and it is expected to be in operation by Nov. 15.

Evan, Minn.—Chas. Prosch has been placed in charge of the recently acquired elevator of A. Mowrey, operated under the name of the Farmers Exchange Elevator.

Zumbrota, Minn.—The report that the Hunting Elevator Co. bot an elevator here is incorrect. This station has 3 elevators, one owned by the Red Wing Malting Co. and 2 by the Farmers Mercantile & Elevator Co.

Delavan, Minn.—The Farmers Elevator Co. has built a new office.

Bixby, Minn.—The Farmers Elevator Co. has been organized and will be incorporated, with a capital stock of \$10,000. Charles Green is chairman and W. V. Schutz, sec'y, of the company, which will operate an elevator and handle flour and feed.

Priam sta. (Willmar p. o.), Minn.—The elevator of the Northwestern Elevator Co., containing 700 bus. of wheat, 900 bus. of oats, 1,000 bus. of barley and a small amount of flax, was destroyed by fire recently. The blaze started on the ground floor near the driveway.

Priam sta. (Willmar p. o.), Minn.—Harry Anderson, agt. of the Northwestern Elevator Co., which lost its elevator by fire, has secured a position as general commission agt. of the Cargill Commission Co., of Minneapolis, with headquarters at Durango, Mexico.

St. Paul, Minn.—R. Ziesemer, St. Paul, succeeds A. G. Chambers on the Minneapolis board and John Owen Cook, St. Louis County, succeeds Charles G. Bryant on the Duluth board of grain appeals. These 2 appointments are effective Nov. 15 and are for 3-year terms.

Albert Lea, Minn.—The recently incorporated Albert Lea Milling Co., with a capital stock of \$100,000, has taken over the elevator and mill, formerly owned by the United Flour Mills Co., bankrupt. The new company has reopened the plant, which was closed a short time ago.

Amboy, Minn.—Fire on Oct. 14 destroyed the Peavey Elevator, which had been idle for several years. The blaze is believed to have been started by sparks from a passing locomotive. The elevator was owned by the Farmers Elevator Co. and was within 25 ft. of the elevator of the Hubbard & Palmer Co., which was not damaged.

MINNEAPOLIS LETTER.

J. C. Andrews has been re-elected vice-pres. of the grain and milling division of the Minneapolis Traffic Ass'n.

Clyde Burdick, formerly in the grain sampling business here for many years, has returned from California. He has been admitted to membership in the Chamber of Commerce and will act as wheat buyer for a milling company in this city.

Nels Olson, pres. of the Johnson & Olson Grain Co., died Oct. 18, aged 58 years. He had been in the grain and feed business since 1888 and was a veteran member of the Chamber of Commerce. His health had been failing for several months.

Walter Mills, Charles O. Larson, E. J. Grimes, Henry J. Lewis and Clyde H. Burdick have been admitted to membership in the Chamber of Commerce. John Nihill and Anton Tretten have applied for membership and B. F. Striblen has posted his membership for transfer to R. C. Schiller.

O. K. Sellers, Montana representative for the Scroggins, McLean Co., was accidentally shot and almost instantly killed Oct. 11. He was hunting, with a friend, and in transferring a pistol, a bullet entered his side. Mr. Sellers was formerly Minneapolis representative for Turle & Co.

The Harrington Co. has been incorporated to do a grain business and operate an elevator; capital stock, \$50,000; incorporators, W. V. Harrington, pres. and treas.; M. D. Harrington, vice-pres., and James De Vau, Jr., sec'y. The company will handle shipments from Oregon, Washington and Idaho exclusively.

The state grain inspection dept. may be taken away from the control of the state railroad and warehouse commission. The sub-committee of the efficiency and economy commission favors the separation of the 2 depts., altho members of the state railroad and warehouse commission object to the proposed change.

MISSOURI

Caruthersville, Mo.—H. Clay Lewis has succeeded W. N. Sloan as mgr. of the Planters Grain Elevator, Mule & Feed Co.

Butler, Mo.—Edward R. Power, of the Powers Bros. Mill & Elevator Co., died Oct. 5.

Trenton, Mo.—Gardner & Fehr, who leased a building on the C. R. I. & P., have not placed it in operation as yet.—X.

Springfield, Mo.—The Southwestern Flour & Grain Co. is not in business here now as far as we can learn.—Eisemayer Milling Co.

Freeman Park, Mo.—W. S. Hamilton, of Clarksdale, who bot the elevator of the G. W. Helm Grain Co., will operate it under his own name.

Ash Grove, Mo.—O. W. Perryman bot the elevator and other property of the Ash Grove Milling Co. at the recent sale, conducted by the trustee.

St. Joseph, Mo.—J. A. Gunnell, who recently engaged in the grain commission business here, has secured a membership in the Grain Exchange.

St. Joseph, Mo.—Contract has been let for the addition of a 14th story to the Corby-Forsee Bldg., to be used by the Grain Exchange, and work has already been started.

Malden, Mo.—We are not building a large concrete elevator as was recently reported, but have erected an elevator for handling ear corn and some shelled corn.—Matthews & Stubblefield.

Bell Spur (no p. o.), Mo.—No definite action has been taken as yet in regard to the proposed elevator of the Farmers Elevator Co. We have offered to give the site on the River Route Mo. Pac.—C. C. Bell Fruit Co., Boonville.

St. Joseph, Mo.—The Turon Mill & Elevator Co., of Hutchinson, Kan., will open an office in the Corby-Forsee Bldg., in this city. J. A. Hildyard, of Atchison, Kan., who will be in charge, has purchased a membership in the Grain Exchange, paying \$1,000.

KANSAS CITY LETTER.

The Mason Hawpe Grain Co. has removed its headquarters to East St. Louis, Ill., but will maintain an office at this place.

George Hibbs, formerly with the Western Star Mill Co., Salina, Kan., in the sales dept., is now associated with the Kemper Grain Co., of this city.

An amendment to the constitution of the Board of Trade, providing for restoration by the exchange of traveling solicitors and country brokers, was adopted by a 2nd vote of 79 for and 33 against.

About 50 members of the Board of Trade attended the golf tournament at the Hillcrest Club on Columbus Day. E. C. Meserve, Jr., John Fennelly, J. J. Wolcott, R. Y. Smith, E. L. Ferguson and C. F. Aylsworth won prizes.

The Root Grain Co. will be continued by F. L. Ferguson, sec'y-treas., who will act as pres. in place of J. C. Root, who died Oct. 8. Another active grain man will probably be associated with the company later. Mr. Root's widow retains his interest in the company.

James E. Seaver, of the Moore-Seaver Grain Co., has retired from the grain business and will go to California to engage in business with his son. He formerly managed the Peavey Grain Co. here and in 1904 was pres. of the Board of Trade, in which he has now sold his membership that he held for 38 years.

Harry C. Gamage, of the Moore-Seaver Grain Co., applied for membership in the Board of Trade Oct. 16 on transfer from J. E. Seaver. The price was \$8,000, including the transfer fee. The membership of W. A. Croysdale was transferred Oct. 14 to W. W. Fuller, of the Thresher-Fuller Grain Co. at the price of \$7,750, net.

ST. LOUIS LETTER.

In the month of September there were 3,626 cars of grain unloaded under our supervision, of which 146 were leaking at grain door, 642 leaking at box and 18 leaking at end window.—John Dower, supervisor, Dept. of Weights, Merchants Exchange.

Members of the Merchants Exchange contributed generously to a fund for the families of the firemen, who lost their lives in the recent large fire here.

The St. Louis Grain Club held its annual outing and dinner Oct. 17 at the Algonquin Country Club. A handicap golf match was played in the afternoon and the cup was won by E. C. Dreyer. John Messmore and Roger Annan, Jr., made reports on the Baltimore meeting.

C. Herbert Benton, of the Benton Grain Co., Kansas City, and J. F. Luehrman, of the Luehrman Hay & Grain Co., of this city, have applied for membership in the Merchants Exchange. Wm. F. Geigel, Mason Hall Hawpe and J. Sidney Smith have been admitted to membership and the membership of Charles Wunderlich, Jr., has been posted for transfer.

MONTANA

Fromberg, Mont.—C. H. Patterson has leased the Fromberg Elevator.

Valter, Mont.—The Fisher Grain Co. has bot the elevator of the Farmers Grain Co.

Norris, Mont.—The Norris Mercantile Co. is operating its recently completed elevator.

Virginia City, Mont.—The recently completed elevator has been placed in operation.

Moccasin, Mont.—A. C. Scott is assisting Wm. Brownlee, mgr. of the Farmers Elevator Co.

Lothair, Mont.—A 30,000-bu. elevator will be erected by the Equity Co-operative Ass'n.

Comanche, Mont.—The recently organized Farmers Elevator Co. did not build an elevator as it had intended.

Big Arm, Mont.—We have built a 20,000-bu. elevator here, which was completed Oct. 20.—Kallspeil Flour Mill Co.

Lodge Grass, Mont.—The 30,000-bu. elevator, recently completed by the Denio Milling Co., is now in operation.

Loma, Mont.—The State Elevator Co. will build an elevator here soon.—S. Hudlebaugh, agt. Rocky Mountain Elevator Co.

Wolf Point, Mont.—Contract for an elevator has been let by the recently incorporated Equity Elevator Co. to the Thompson Co.

Merrill, Mont.—L. Doane Dixon completed his new elevator at this place about Oct. 20.—Farmers Elevator Co., Reed Point.

Hauck siding (Hobson p. o.), Mont.—H. L. Teeter has been placed in charge of the elevator of the Rocky Mountain Elevator Co.

Cut Bank, Mont.—We are not building an elevator here at this time as was recently reported.—Gallatin Valley Milling Co., Great Falls.

Reed Point, Mont.—The Montana Central Elevator Co. has built a 25,000-bu. elevator and employed E. L. Smith as mgr.—Farmers Elevator Co.

Dell, Mont.—Henry Thompson is building a 20,000-bu. elevator on his ranch, at a cost of approximately \$5,000. It is being erected for his personal use and a grinding mill is being installed in connection.

Conrad, Mont.—The Greeley-Schmidt Elevator Co. is repairing its recently acquired elevator. R. R. Corey is grain buyer. I took charge Aug. 1 of the elevator of the Equity Co-operative Ass'n.—H. R. Nicholson.

Toston, Mont.—We will build a 40,000-bu. elevator, equipped with 2 legs, cleaner, feed roller and 20-h.p. gas engine. A warehouse will be erected in connection.—Jack Feugh, sec'y Equity Co-operative Ass'n.

Polson, Mont.—Preliminary work has already been started on our line from Dixon to this place. It is expected to be completed and ready to handle business by next fall. It has not yet been decided who will be given elevator locations at stations on this line, in fact, we have received very few applications.—Henry Blakeley, general freight agt., Northern Pacific Ry. Co., St. Paul, Minn.

Miles City, Mont.—Wm. O'Laughlin has completed his 25,000-bu. elvtr., on the Milwaukee, at a cost of \$5,800. A feed warehouse and coal bins will be added at an additional cost of \$700. Electric power has been installed in the elvtr.

NEBRASKA

Howells, Neb.—Jos. Nagengast is erecting an elvtr.

Waterloo, Neb.—The elvtr. of the Waterloo Elvtr. Co. has been closed for repairs.

Friend, Neb.—An electric motor has been installed in the elvtr. of I. M. Meyers.

Prairie Home, Neb.—The new elvtr. of the Farmers Elvtr. Co. is now in operation.

Milligan, Neb.—The Milligan Grain Co. has opened the middle elvtr. for business.

Deshler, Neb.—F. J. Buntmeyer has erected coal sheds in connection with his elvtr.

Dewitt, Neb.—Barmby & Tobaben are building an engine room north of their elvtr.

Royal, Neb.—We have bot the elvtr. of the Atlas Elvtr. Co.—Fletcher Grain Co., Orchard.

Benkelman, Neb.—We have completed our 16,000-bu. cribbed elvtr.—O. M. Kellogg Grain Co.

Thayer, Neb.—We have built a residence for our mgr., Melvin G. Koons.—Farmers Elvtr. Co.

Ord, Neb.—W. M. Costello has been employed as mgr. of the Farmers Grain & Supply Co.

Douglas, Neb.—Forrest Blaufus has succeeded R. F. Allgood as mgr. of the elvtr. of L. L. Coryell.

Magnet, Neb.—T. J. Boedeker, of Wausa, has taken charge of the elvtr. of the Coleman-Holmquist Co.

Ogalala, Neb.—W. C. Nye is no longer with the Trans-Mississippi Grain Co. and will remove to Elgin.

Brunswick, Neb.—We have bot the elvtr. of the Atlas Elvtr. Co.—Fletcher Grain Co., Orchard.

Neligh, Neb.—An electric motor has been purchased by the Neligh Mills, operating 2 elvtrs. here.

Pickrell, Neb.—J. R. Wilson has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

Hubbell, Neb.—The Searle & Chapin Grain Co. has taken over the elvtr. of the Gooch Mfg. & Elvtr. Co.

Oxford, Neb.—The Gupton Grain Co. is building a new coal shed, with concrete floor, west of its elvtr.

Krider sta. (Odell p. o.), Neb.—John Zugmier has succeeded Rhue Cole as agt. of the Central Granaries Co.

Fullerton, Neb.—Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, A. Doughit and others.

Wisner, Neb.—R. E. Moore has resigned his position with the Nye Schneider Fowler Co. here and removed to Johnstown.

Wallace, Neb.—The Farmers Union has purchased the elvtr. of the Crete Mills and will take possession about Nov. 1.

Oxford, Neb.—The Wilsey Grain Co. has torn down its corn cribs and will ship the material to Winnebago and rebuild them.

Pleasant Dale, Neb.—I succeeded E. J. Newton Oct. 1 as mgr. of the Nebraska-Iowa Grain Co. at this station.—P. J. Hohnstein.

Inland, Neb.—No farmers elvtr. company operates an elvtr. here and there is no town, called East Inland, in Nebraska.—X.

Jansen, Neb.—The Farmers Equity Exchange is wrecking its east elvtr., which collapsed some time ago, and will start the erection of a new house as soon as the old building is removed.

Sterling, Neb.—The Sterling Grain & Stock Co. has built a large office.

Decatur, Neb.—The new elvtr., of Hugh Gallup, is undergoing some changes, including a device for loading loose grain on the boat.

Huntley, Neb.—Rhue Cole, formerly agt. of the Central Granaries Co. at Krider sta. (Odell p. o.), is the new mgr. of the Farmers Elvtr. Co.

Beverly, Neb.—Work on the new elvtr., under construction for the F. C. Krotter Co., has been delayed on account of the delay in getting material.

Maywood, Neb.—The Farmers Equity Exchange has bot the 15,000-bu. elvtr. of the Maywood Mfg. Co., from Votaw Bros. and placed B. Saum in charge.

Craig, Neb.—The Farmers Union Ass'n has been organized and a deal made whereby it takes over the south elvtr. of the Holmquist Grain & Lumber Co.

Oshkosh, Neb.—Robert Quelle has agreed to sell his elvtr. and coal sheds to the recently incorporated Farmers Elvtr. Co. and will retire from business as soon as the deal is closed.

Pender, Neb.—We have incorporated and are doing a coal, live stock, lumber, flour, feed and implement business in connection with our recently acquired elvtr.—W. I. Wiltse, mgr. Farmers Union Mercantile Co.

Randolph, Neb.—I will make needed repairs in the elvtr. of the Anchor Grain Co., which I purchased recently. The building and annex, located on the C. St. P. M. & O., has a capacity of 42,000 bus. I will probably install an 8-h. p. engine.—D. S. Lord.

Bellwood, Neb.—Fire started in the elvtr. of the Farmers Elvtr. Co. recently, caused by the building being too heavily loaded with grain, which caused it to settle some, and also produced a cramp in the shaft. The blaze was extinguished before it gained any headway.

Orchard, Neb.—We have purchased the elvtr. of the Atlas Elvtr. Co. at Brunswick and Royal and now operate 4 elvtrs. on the O'Neill branch of the Burlington, namely Breslau, Brunswick, Royal and this place. The business will be handled from our headquarters here.—Fletcher Grain Co.

Lincoln, Neb.—The De Witt Grain Co. will erect an elvtr. and warehouse to replace its plant, on the Mo. Pac., which burned several weeks ago. The new buildings will cost \$25,000 and will be finished by Nov. 1. The warehouse will be of cement and stone, 90x132 ft. The company contemplates manufacturing poultry feed in connection with its grain business.

Lincoln, Neb.—The law governing the distribution of grain cars is still in effect and has not been repealed, according to Sec'y Browne, of the state railway commission. The law provides that cars shall be furnished to grain shippers without discrimination, in proportion to the quantity of grain they have on hand. Elvtr. mgrs. have complained that they have received notices from Burlington agts. informing them that the law had been repealed.

OMAHA LETTER

The Crowell Elvtr. Co. has bot a tract of land adjoining its elvtr.

I am back in the grain business at this place, as a cash broker and buyer's agt., with offices in the new Grain Exchange Bldg.—W. H. Chambers.

Ben Schultz, a grain buyer for the Updike Grain Co., was instantly killed when his automobile skidded and overturned, near Yutan, Oct. 3.

The annual election of officers of the Grain Exchange will be held Nov. 8. John B. Swearingen, pres., will not stand for re-election as pres. or director, as he has served the ass'n for years.

NEW ENGLAND

Fall River, Mass.—William J. Meek, grain and hay dealer, died Oct. 7, following a brief illness.

Fall River, Mass.—Peter Deschamps has erected an elvtr. at a cost of \$20,000. L. G. Destremps designed the building.

Boston, Mass.—The annual dinner of the Chamber of Commerce is being held this year Oct. 25, at the Copley-Plaza Hotel.

Rowley, Mass.—The Glen Mills, containing several carloads of corn and oats burned Oct. 10, with an estimated loss of \$20,000. The plant will be rebuilt at once.

Island Pond, Vt.—The Holway Co., of Auburn, Me., dealing in grain, flour and feed, contemplates enlarging its warehouse at this point, to a capacity of 50 carloads of grain.

Bedford, Mass.—The unoccupied plant of the Bedford Coal and Grain Co., on the Boston & Maine R. R., on Oct. 18, burned to the ground. The fire was caused by a spark from a dump fire.

NEW MEXICO

Albuquerque, N. M.—D. Hoch intends to build an elvtr.

Clovis, N. M.—J. A. Latta, H. M. Stockes and V. Harden, of Fulton, Ky., are the new owners of the Clovis Mill & Elvtr. Co.

French, N. M.—The American Mfg. & Mercantile Co. operates a grain elvtr. here. L. I. Taylor is pres. and mgr., S. E. Pelphrey, sec'y, and J. B. Vogeding, treas., of the company.—F.

Dedman, N. M.—The elvtr. of Moehler & Green burned recently. On account of the short grain crop the elvtr., which was built last year, had not been placed in operation. Insurance, \$1,700. The fire was possibly of incendiary origin as tracks from an automobile were traced from the elvtr. to Des Moines.

NEW YORK

Monroe, N. Y.—Carpenter Bros. incorporated to handle grain, cereals and fuel; capital stock, \$10,000; incorporators, T. F. B., J. S. and L. R. Carpenter.

BUFFALO LETTER

An office will be erected in connection with the Electric Grain Elvtr., at a cost of \$4,000.

Striking grain handlers have returned to their work in all the elvtrs. and the boats in the harbor are being loaded.

The new 1,250,000-bu. Dellwood Elvtr., owned by the Archer-Daniels Co., has been placed in operation. It has been admitted to membership in the Lake Grain Elevating Ass'n.

NEW YORK LETTER

Wright S. Travis, grain and feed dealer, has removed his offices to the Whitehall Bldg.

Forrest W. Wallace, of Hoopeston, Ill., will engage in the grain brokerage business here.

Hubert D. Burbidge, representative for Ross T. Smythe & Co., grain firm of Liverpool, has resigned his membership in the Produce Exchange. His son was recently killed in action and Mr. Burbidge has returned to England.

NORTH DAKOTA

Langdon, N. D.—The Langdon Elvtr. Co. has built a coal elvtr.

Doyon, N. D.—The Farmers Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Timmer, N. D.—The Bingenheimer Mercantile Co. is operating its recently completed elvtr.

Merrifield, N. D.—The elvtr. of the Interstate Grain Co. has been closed for the last 3 years. A new concrete foundation has recently been placed under it.—I.

New England, N. D.—I am now operating the 25,000-bu. elvtr. which I purchased from the Geo. C. Bagley Elvtr. Co. It was built a year ago.—F. S. Thorgaard.

Lostwood, N. D.—The Farmers Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Gronna, N. D.—The Equity Elvtr. Co. has completed its 35,000-bu. elvtr. and placed it in operation.

Milnor, N. D.—The Farmers Grain & Trading Co. has been incorporated with a capital stock of \$10,000.

Lidgerwood, N. D.—The Lidgerwood Mfg. Co., operating an elvtr. and mill, has installed an automatic scale.

Belfield, N. D.—I sold my flour and feed business as well as my elvtr. to the Farmers Equity Union.—W. C. Goebel.

Dawson, N. D.—We have installed a new engine, belt, cups, distributing spout, indicator, and back pit.—Agt. Powers Elvtr. Co.

Hample sta. (Oakes p. o.), N. D.—The recently organized Farmers Elvtr. Co. has placed its elvtr. in operation with G. B. Thief in charge.

Killdeer, N. D.—The new elvtr., for which the Equity Elvtr. Co. let contract to the Hickok Construction Co., will have a capacity of 50,000 bus.

Cleveland, N. D.—Matt Simonitch and his son, J. Simonitch, have placed their recently completed elvtr. in operation. Electric power has been installed.

Lawton, N. D.—We have not built an addition to our elvtr., as was recently reported, and have no intention of doing so.—A. E. Bruce, agt. Farmers Grain Co.

Barton, N. D.—O. H. Dahl, formerly agt. of the Imperial Elvtr. Co., is now mgr. of the Farmers Elvtr. Co., succeeding L. D. McLean, who has purchased an elvtr. at Alexander.

New Rockford, N. D.—Work is progressing on the 30,000-bu. elvtr., on the Great Northern, for which the Ely-Salyards Co. let contract to the Hickok Construction Co. This elvtr. replaces the one burned July 22.

Inkster, N. D.—J. N. Nelson is the new mgr. of the Inkster Elvtr. Co., which bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. The new company is composed of J. H. McLain, T. R. McNally and W. A. Scouton.

Beach, N. D.—J. E. Blair has leased the elvtr., which the McCabe Bros. Co. took over from Adam Faris, and will handle coal in connection. Al Schroeder has been placed in charge of the elvtr., which has been closed for some time.

Glenburn, N. D.—We have bot the Gould-Laing Elvtr. and are operating it under the name of the Landrigan Bros. Independent Elvtr., with Wm. Landrigan as mgr. J. Flinn has succeeded Wm. Landrigan as agt. of the St. Anthony & Dakota Elvtr. Co.—Landrigan Bros.

Spring Brook, N. D.—The recently organized Farmers Elvtr. Co., of which Fred J. Westphall is pres., will not build an elvtr. until next summer on account of the short crop this year. A cleaner will be installed when the company's proposed 40,000-bu. elvtr. is erected.—X.

Bowbells, N. D.—The Occident Elvtr. Co. has remodeled the elvtr., which it purchased from Jens Peterson. A sleigh dump has been installed and the elvtr. is now an up-to-date house. The company's old elvtr. has been moved to Spiral sta. (Bowbells p. o.).—Fred Baugasser, agt.

Dover, N. D.—The elvtr. of T. H. Cousins burned Oct. 18, entailing a loss of \$16,000. C. S. Cousins, mgr., was seriously burned in fighting the fire, which was caused by a lantern. The loss on the building and contents, consisting of 10,000 bus. of grain, is fully covered by insurance.

Beach, N. D.—The Farmers Union Elvtr. Co. has incorporated and taken over the elvtr. of the Dakota-Western Farmers Elvtr. Co., which M. C. Egan, former mgr., recently purchased. O. V. Lehmann, former buyer for the Golden Valley Co-operative Elvtr. Co. at Golva, has been placed in charge. Wm. C. Nix is pres. of the company, which will handle coal in connection.

Starkweather, N. D.—Our gasoline house, built of wood with asbestos and iron on the outside, was struck by lightning and the inside was completely burned. The lightning also struck the engine house, but did no damage. The building was insured. No damage was done to the elvtr.—Magnus & Noyes.

Spiral sta. (Bowbells p. o.), N. D.—The Occident Elvtr. Co., which moved its old elvtr. at Bowbells to this station, has resided in and increased the capacity to 30,000 bus. Improvements have been installed, including a sleigh dump, and it is now in first-class condition.—Fred Baugasser, agt. Occident Elvtr. Co., Bowbells.

OHIO

Portsmouth, O.—Jewett & Sons have installed a Mattoon Loader.

Gettysburg, O.—S. A. Myers is building an elvtr. here.—Petersime & Toman.

Ashland, O.—The Equity Elvtr. Co. has secured a site and will erect an elvtr.

St. Paris, O.—The Furnas-Brown Co., grain firm, has moved into larger quarters.

Eaton, O.—W. C. Huston, formerly in the grain business here, died Oct. 17, aged 84 years.

Homewood sta. (Waterville p. o.), O.—John Peiffer now owns and operates the elvtr. at this station.—X.

Unionville Center, O.—I took possession Oct. 2 of the elvtr., which I purchased from E. H. Gunnett.—H. Hall.

Springfield, O.—John W. Burk, pres. of the Ansted & Burk Co., is critically ill in a hospital at Baltimore, Md.

Glenmont, O.—W. E. Barnes is mgr. of the recently incorporated Farmers Equity Exchange, which will build an elvtr. soon.—X.

Whiteville sta. (Metamora p. o.), O.—The capital stock of the Farmers Grain & Coal Co. has been increased from \$10,000 to \$25,000.

Cavett, O.—The Cavett Equity Co. will take possession Nov. 1 of the elvtr. and other property, recently purchased from the Van Wert Hay & Grain Co.

Cincinnati, O.—William H. Kramer, member of the Grain & Hay Exchange, was stricken with paralysis Oct. 14, while in his office. His condition is serious.

Delphos, O.—Our mill, in connection with our elvtr., has a capacity of 100 bbls. and not 1,000 bbls. as shown in the List of Ohio Grain Elvtr. Operators.—Dolbey & Morton.

Kenton, O.—W. J. Ochs, formerly prop. of an elvtr. and mill, is out of business and the mill is closed. Mr. Rish is prop. of the Brick Mill and is successor to Rish & Tarbutton.—J. B. Seymour.

Emery Chapel (Springfield p. o.), O.—The Dewine Mlg. Co., of Yellow Springs, purchased the elvtr. of G. A. Collier, bankrupt, at public sale Oct. 16 for \$6,000.—W. E. Tuttle & Co., Springfield.

Columbus, O.—C. H. Tingley, who retired from the grain trade several years ago on account of failing health, died Oct. 16. He was formerly pres. of our ass'n.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Columbus, O.—The fall meeting of the Ohio Millers State Ass'n will be held Nov. 14 and 15, at this city. The Gwinn Mlg. Co. has invited the ass'n to be its guests for the Fellowship Dinner.—Frank H. Tanner, sec'y.

Fostoria, O.—We have disposed of all the mill machinery, increased our storage capacity to 24,000 bus., and are strictly an elvtr. and merchandise company.—J. I. Lindower, mgr. Fostoria Farmers Exchange Co.

Eaton, O.—I have rebuilt my grain bins and taken in other storage space and the capacity of my elvtr. is now about 15,000 bus. instead of 4,000 bus. as listed in the List of Ohio Grain Elvtr. Operators.—Joseph Poos.

Chippewa Lake, O.—A much needed sewer from my elvtr. along the B. & O. right-of-way, for ¼ mile, has just been completed by the railroad. I will build a scale shed and stock gates for the scale.—C. W. Carlton.

Coshocton, O.—Our mill was destroyed by fire Oct. 16. Estimated loss on the building, \$10,000; machinery, \$14,000; stock, \$12,000. Insurance on the building, \$4,000; machinery, \$5,000, and stock, \$6,000. We have not decided about rebuilding.—Hanley Mlg. Co.

Greenwich, O.—We have sold our elvtr. to the Greenwich Farm Products Co. and have discontinued the grain business. The officers of the new company are E. S. Watts, pres., C. E. Mead, vice-pres., F. O. Briggs, sec'y-treas., and C. F. Miller, mgr.—Watts Elvtr. Co.

Milton Center, O.—Our elvtr. burned Sept. 27. The origin of the fire is not known. Total loss on the building and contents, \$14,000; insurance, \$10,000. We will rebuild as quickly as plans can be procured and contracts let. We expect to erect a 20,000-bu. elvtr.—R. M. Strom, sec'y Milton Center Grain & Stock Co.

La Rue, O.—W. O. Risk, who owned an elvtr. here, which he sold in March, 1912, filed a voluntary petition in bankruptcy May 15, 1914. He is now charged, by the referee in the United States Court of Toledo, of concealing from creditors assets amounting to \$2,533.94. The referee asks that the amount be paid at once. Risk has filed a petition to review the order of the referee.

Columbus, O.—The Ohio Grain Dealers Ass'n will hold its regular one-day fall meeting at the Virginia Hotel on Nov. 3. Chas. J. Brand will talk on the Grain Standards Act and the proposed tentative rules for the administration of the Act. G. A. Stauffer, sec'y of the State Board of Agriculture, will also address the meeting. The balance of the time will be taken up in the discussion, particularly, of new corn.—J. W. McCord, sec'y.

Piqua, O.—The Miami Valley Grain Dealers Ass'n held its regular fall meeting at the Hotel Favorite on Oct. 20, with 40 members and guests in attendance. We expected and would have had as many more had it not been for the "blizzard" that struck this section on the night before and all of that day. Immediately after the luncheon, Pres. Russell called the meeting to order. Fourteen new members were reported during the year. The financial affairs of the ass'n are in splendid condition. The meeting was in every respect one of the most pleasant and profitable we have ever held. The total of the various reports on crop yield and condition of corn indicated 65% of a 5-year average, with a condition of 80%. About 20% more will be fed than usual. The movement will be light until after the first of the year and at most points will, then, not be heavy.—E. T. Custenborder, sec'y.

OKLAHOMA

Lone Wolf, Okla.—J. M. Riley is now mgr. of an elvtr. at this station.

Clinton, Okla.—Bert Gardner has secured a position with the Miltenberger Grain Co. at this place.

Cleora, Okla.—We have leased our elvtr. to Binding & Stevens, of Tulsa.—Earl Worl, pres. Cleora Grain Co.

Woodward, Okla.—We have succeeded the C. B. Cozart Grain Co.—C. A. Johnson, of Cozart Grain & Elvtr. Co.

Duncan sta. (Catale p. o.), Okla.—The Duncan Elvtr. Co. has erected a brick warehouse in connection with its new elvtr.

Checotah, Okla.—We have installed a 2-stand corn meal mill and will manufacture meal and corn chop.—Checotah Mill & Elvtr. Co.

Cherokee, Okla.—P. O. Huddle, formerly with the Farmers Elvtr. Co., has bot an interest in the elvtr. of the Hanna-Mansfield Grain Co.

Hobart, Okla.—The Hobart Mill & Elevator Co. is repairing its mill, damaged by fire a few weeks ago, but has not decided whether or not it will place it in operation.

Clyde sta. (Medford p. o.), Okla.—The Larabee Flour Mills Corporation, of Hutchinson, Kan., has bot the old elevator of the Farmers Elevator Co. and will probably put E. W. Noll in charge.

Oklahoma City, Okla.—I have engaged in the grain brokerage business under the name of the Marshall Grain Co. I was formerly a member of the firm of Marshall Bros. at Watonga.—S. A. Marshall.

Warren, Okla.—The Ball Mfg. Co. purchased a site for an elevator and store a short time before it went into the hands of a receiver. No construction work on the buildings has been done so far.

A petition from a station in this state, filed with the Corporation Commission, asking that the owner of a portable elevator be required to retire from the Frisco right-of-way, has been denied by the commission.

Thomas, Okla.—The elevator and mill of the Thomas Mfg. Co. burned Oct. 16, together with 100,000 bus. of wheat. The estimated loss is \$300,000; insurance, \$165,500. It is believed the fire was caused by a hot box in the machinery. The plant will be rebuilt.

Ashley sta. (Alva p. o.), Okla.—Work is progressing on the 14,000-bu. elevator, on the C. R. I. & P. R. R., under construction for the recently incorporated Farmers Grain, Lumber & Coal Co. I. T. Strickland is pres. and I am mgr. of the company, which is now buying wheat.—Ben Douglas.

OREGON

Monroe, Ore.—A new grain warehouse has been opened at this station.

Hot Lake, Ore.—The large grain warehouse, for which the Albers Bros. Mfg. Co. recently let contract, is practically completed.

Portland, Ore.—R. S. McCarl has engaged in the wholesale grain, hay and feed business, under the name of R. S. McCarl & Co., with offices in the Board of Trade Bldg. He was for the past 12 years with Kerr, Gifford & Co.

Portland, Ore.—The grain standards committee of the Chamber of Commerce, M. H. Houser, chairman, has fixed the standards for the 1916 wheat, barley and oats crops as follows: milling blue-stem, export blue stem, white walla and red walla, 58 lbs.; Turkey red and red fife, 59; red Russian, 57; white brewing barley, 46; brewing barley, 45; No. 1 feed barley, 41; white feed oats, 36.

PENNSYLVANIA

Rothville, Pa.—W. A. Zook & Son have erected an elevator and warehouse.

Pittsburgh, Pa.—We are not handling any grain at the present time.—I. B. Willits, vice-pres.-mgr. McCaskey-Willits Co.

Hanover, Pa.—Michael Hoke, who retired in 1911 after having been in the grain business for 40 years, died Oct. 9, aged 75 years.

Pittsburgh, Pa.—We are now conducting the business of the firm of C. A. Foster. F. L. Stewart is pres. of our company, which has offices in the Wabash Bldg. Mr. Foster has not been with this firm for 2 years.—C. A. Foster Co.

PHILADELPHIA LETTER

Lewis Dickel and D. J. Brande have applied for membership in the Commercial Exchange.

William H. Donahue, member of the Commercial Exchange, grain and flour dealer, will retire from active business.

David McMullin, Jr., member of the Commercial Exchange, sustained a loss of \$20,000, when his grain and feed warehouse, with contents, burned recently. The fire is thot to have been started by boys amusing themselves lighting small heaps of straw along the railroad tracks.

SOUTH DAKOTA

Canova, S. D.—The elevator of J. T. Scroggs has been closed.

Huron, S. D.—The Farmers Elevator Co. has opened its new elevator for business.

Newell, S. D.—The Tri-State Mfg. Co., operating an elevator here, is now erecting a mill.

Esmond, S. D.—H. E. Frost is our successor in the grain business here.—Hannah Bros.

Chester, S. D.—The Chester Trading Co. is building a 24-ft. addition to its elevator.—H. A. Olson.

McLaughlin, S. D.—The Farmers Equity Elevator Co. has placed its 15,000-bu. elevator in operation.

Trent, S. D.—Lester Bates has been hired to work in the elevator of H. A. Hendrickson during the coming year.

Florence, S. D.—Lawrence O'Toole, mgr. of the Farmers Elevator Co., was married Oct. 10 to Miss Carrie Kranz, of Kranzburg.

Volga, S. D.—Lightning struck the top of our elevator and the resultant fire was extinguished with only \$34 damage.—J. N. Hymes.

Salem, S. D.—J. P. Schmit, who bot the elevator of the Salem Elevator Co., is wrecking it. The elevator had not been in operation for 2 years.

Bridgewater, S. D.—The Mayer-Tschetter Grain Co. incorporated; capital stock, \$50,000; incorporators, Alex H. Mayer, Paul Tschetter and Samuel S. Glanzer.

Bovee, S. D.—This station has 2 elevators, one owned by the M. King Grain Co., with Sidney Zylstra as agt., and the other by L. C. Button & Co., with C. E. Robbins as mgr.—X.

Beresford, S. D.—Thieves broke into the office of the Morrill-Robertson Grain Co. and took about \$100 in cash and checks to the value of \$1,690.80. Most of the checks have been recovered.

Wentworth, S. D.—We have built an 18x28 ft. hollow block, pebble dash finished office, with fireproof vault, directors' room, outside scale and new fixtures thruout.—L. F. Hartwick, mgr. Farmers Elevator Co.

Scotland, S. D.—The recently organized Farmers Grain & Stock Co. incorporated; capital stock, \$6,000; incorporators, John Deutcher, pres., Frank Behl, sec'y, and J. H. Mitchell, treas. The company has bot the elevator of C. J. Dickson.

SOUTHEAST

Seale, Ala.—An elevator will be erected by the Seale Peanut Corporation, of which H. T. Benton is pres.

Atlanta, Ga.—The Roberts Brokerage Co. is not engaged in the grain business here as was reported.—X.

Columbia, S. C.—The firm of Jordan & Brice, Inc., has succeeded the Jordan Grain & Provision Co. J. N. Jordan and T. L. Brice are members of the firm.

Crooch's Bridge (no p. o.), Del.—The elevator and 75-bbl. mill of J. Irvin Dayett, burned Oct. 6, together with 13,000 bus. of wheat. Estimated loss, \$50,000; partly covered by insurance.

Montgomery, Ala.—The recently incorporated Hobbie Elevator Co. has completed the concrete elevator, for which it let contract to the Burrell Engineering & Construction Co.

St. Petersburg, Fla.—The Archibald Produce Co. incorporated to handle grain and produce and do a commission business; capital stock, \$10,000; incorporators, Albert B. Archibald, pres., C. K. Archibald, vice-pres., and Frank I. Archibald, sec'y-treas.

TENNESSEE

Johnson City, Tenn.—The grain warehouse of the Bluff City Mfg. Co. burned recently, with a loss of \$12,000.

Chattanooga, Tenn.—H. H. Hood, of F. A. Hood & Co., grain dealers, died recently following a stroke of paralysis.

TEXAS

Cleburne, Tex.—I will not build an elevator soon as was recently reported.—B. F. Glenn.

Dallas, Tex.—We are doing some business here under the name of Lewis & Knight.—A. S. Lewis.

Ft. Worth, Tex.—The Moore-Seaver Grain Co., of Kansas City, Mo., has opened a branch office with Earl Ferguson as local mgr.

Houston, Tex.—Texas Rice Warehouse Co., incorporated; capital stock, \$1,000; incorporators, W. A. Parish, Raymond Neilson and C. H. Wilson.

Galveston, Tex.—We are practically out of the grain business.—C. W. Stoneburner, sec'y-treas. J. H. W. Steele Co., foreign freight and forwarding agts.

Mission, Tex.—The Evans Grain Co. and F. E. Baker are the regular grain dealers here. Harry Garrison does not operate an elevator as was recently reported.—X.

Lubbock, Tex.—The Lubbock Grain & Coal Co. has commenced the erection of a 35,000-bu. steel addition to its elevator. The White Star Co. has the contract.

Holland, Tex.—W. W. Barton is the principal grain dealer at this station. No grain elevators are located here and all grain is loaded from wagons into cars.—X.

Houston, Tex.—The Farmers Union is looking for a site on which to build a large grain elevator and cotton warehouse. H. N. Pope, of Ft. Worth, is pres. of the union.

Burleson, Tex.—C. E. Elser, formerly with the Diamond Mfg. Co., has bot an interest in the Burleson Mill & Elevator Co. He has succeeded H. D. Chissenhall, who resigned as business mgr.

Pampa, Tex.—G. W. Wear has been placed in charge of the elevator, for which the Kansas Flour Mills Co. let contract to the White Star Co. It is located on the Santa Fe and replaces the one, which burned some time ago.—X.

Hereford, Tex.—The 25,000-bu. elevator, for which I let contract to the White Star Co., will be finished about Feb. 1, 1917. Equipment includes a wheat cleaner, small field seed cleaner, oats clipper and 9x24 two pair high roller mill for chop. A 33x88 ft. warehouse will be constructed in connection.—E. W. Harrison.

Ft. Worth, Tex.—We are building concrete grain tanks, of 160,000 bus. capacity, as an addition to our elevator. The work is now more than half finished by J. R. Carrico, who has the contract. A sprinkler system will be installed. We are building new tempering bins for wheat and are installing complete Eureka Cleaning Machinery. The rolls are being changed to ball bearing type, increasing the capacity about 50 bbls. The cleaning room will be on its own individual motor as 90 h. p. motors have been purchased. Work will be completed about Jan. 1.—Bewley Mills.

Ft. Worth, Tex.—Resolutions vigorously condemning the ruling of the Interstate Commerce Commission in the Shreveport rate case were adopted at a recent meeting of the executive committee of the Texas Grain Dealers Ass'n. It was resolved that "This Ass'n go on record as unalterably opposed to the interstate commerce commission usurping the powers of our Texas railroad commission. Resolved further, That we, as an Ass'n, collectively and as individuals, give strongly our moral and official support to the Texas railroad commission, attorney general of Texas, Industrial Traffic League and other organizations and individuals in the fight for the maintenance of Texas sovereignty in the right to regulate and make effective rate promulgated by the Texas railroad commission."

WASHINGTON

Cheney, Wash.—The Union Warehouse Co. has completed the foundation for its elvtr.

Seattle, Wash.—The Merchants Exchange will move Dec. 1 to the new Arctic Club Bldg.

Chesaw, Wash.—The recently incorporated Chesaw Grain Co. has let contract for an up-to-date elvtr.

Ellensburg, Wash.—The Charles H. Lilly Co., of Seattle, has bot the grain warehouse of W. W. Robinson.

Oroville, Wash.—J. A. Waldorf has leased the Farmers Warehouse and is enlarging it to take care of the grain in this section.

Asotin, Wash.—The Asotin Roller Mills Co. has rebuilt its plant, installed new machinery, and doubled the capacity of its grain bins.

Johnson, Wash.—The Farmers Union Warehouse Co. has let contract for an elvtr. to the Burrell Engineering & Construction Co.

Seattle, Wash.—The grain and hay dock and the gravel bunkers of Galbraith, Bacon & Co., burned Oct. 8, with an estimated loss of \$120,000.

Coulee City, Wash.—Work is progressing on my 35,000-bu. elvtr. at this point. It is completely equipped with cleaners, scourers, feed mill, attrition mill, etc.—E. L. Otwell.

Centerville, Wash.—Jacob Crocker is mgr. and W. H. Clifford, ass't mgr. and grain foreman of the new 75,000-bu. elvtr. of the Centerville Elvtr. Co., which is operated by electric power. The building was erected at a cost of almost \$17,000 and is located on the Goldendale branch of the Spokane, Portland & Seattle Ry.

Seattle, Wash.—The Seattle Hay & Grain Co. has been organized to take over the grain and hay business of Morrison & McIntyre. C. A. Morrison, who withdrew from the business here, will go to Ellensburg to conduct a grain and hay business there. The new company is composed of H. L. McIntyre, F. J. McKeown and C. Vaughan.

Seattle, Wash.—The grain and feed dept. of the Merchants Exchange has appointed a com'te for the purpose of changing the old rules, now in force, as to the grades of wheat deliverable under contract. Any grade of wheat is deliverable, subject to allowances for dockage, under the present rules. A miller was recently tendered a grade of wheat, which was absolutely worthless for milling, but which had to be accepted under the rule, while at the same time the state pure food commissioner, on being asked for a ruling, stated that the mill would be subject to fine under the state laws if it offered flour made from the wheat for sale. The com'te will endeavor to obtain legislation authorizing the enactment of rules such as prevail on eastern markets.

WISCONSIN

Chilton, Wis.—The Knauf & Tesch Co. is building an addition to its elvtr.

Hartford, Wis.—August Konrad, member of the firm of Konrad Bros. & Werner, operating a 50,000-bu. elvtr., died recently, aged 67 years.

Jefferson Junction, Wis.—The Ladish-Stoppenbach Co. has let contract for a 100,000-bu. concrete elvtr. to the Macdonald Engineering Co.

West De Pere, Wis.—The A. G. Wells Co. has overhauled its recently acquired elvtr., installed an electric motor, and opened the elvtr. for business.

Muscoda, Wis.—McIntyre, Elston & Co., grain and feed dealers, have dissolved partnership and the business has been taken over by the Muscoda Lumber Co.

Madison, Wis.—The Armour Grain Co., of Chicago, Ill., has taken out a certificate to do business in Wisconsin. Of the capital stock, \$100,000 is invested in this state.

Osceola, Wis.—We have just installed a new 150-ton Fairbanks Track Scale to meet the requirements of the Minnesota State Weighmasters' Ass'n, as to foundation, etc.—Osceola Mill & Elvtr. Co.

Green Bay, Wis.—Representatives of the Cargill Grain Co. have been in conference with officials of the Green Bay & Western Ry. Co., relative to the operation of another elvtr. here. The railroad may erect a small elvtr. and lease it to the Cargill Grain Co., it was intimated.

New Richmond, Wis.—The elvtr. of the New Richmond Produce Co. has been closed temporarily. No definite information has been given out regarding the rebuilding of the elvtr. and flour mills of the New Richmond Roller Mills Co., which burned Oct. 2.—X.

Oconto, Wis.—Walter H. Mann and Wesley Reed have reopened the elvtr. formerly operated by the Cereal Mills Co. They will conduct the business under the name of the Reed-Mann Co., with Earl Wright as mgr. Flour, feed and building supplies will be handled in connection.

Waterloo, Wis.—Bruce Reed, while working on the construction of a large concrete elvtr. at the Waterloo Malt House, Oct. 11, was injured when a 4x12 in. timber fell from the scaffolding, a distance of 55 ft. It struck him on the head making a 4 in. scalp wound and injuring his collar bone.

Neillsville, Wis.—The Farmers Elvtr. Co. held a meeting to consider selling the elvtr. and lumber yard. As the business was found to be in better condition, than it was believed when the meeting was called, both branches of the business were retained. George Wilding has been placed in charge of the elvtr., succeeding Fred Bruley, who resigned to operate an elvtr. on his own account.

MILWAUKEE LETTER.

Frank Hart, of Audubon, Ia., is now with the Updike Grain Co. here.

H. A. Lamb, who has been traveling solicitor for C. C. Wyman, of Minneapolis, Minn., has removed from Williston, N. D., to this city.

Memberships in the Chamber of Commerce are now selling at \$600. The price last May was \$120 and a month ago it had reached \$300. On Oct. 11 one sold for \$500.

The recommendation of the directors of the Chamber of Commerce to purchase a site and erect a building, which will provide enlarged and up-to-date facilities for handling the increasing grain business of this market, was endorsed by a vote of the members; 169 for and 8 against. The building com'te, which is composed of Charles A. Krause, Clark Fagg, James A. Mander, Walter Stern and George A. Zimmerman, will take active measures to present plans to the directors. Offers for sites are pouring into the office of Harry A. Plumb, sec'y of the exchange.

The following provisions were added to Rule 11, Section 12, which governs the purchase and sale of grain for deferred shipment, by a vote of members of the Chamber of Commerce, 97 for, to 2 against. "Buyer must furnish seller with full shipping instructions via lines open for business. On sales made for shipment within 15 days or less, shipping directions are due on date of sale. On sales made for shipment during a certain later month, shipping directions are due on the first day of the month during which shipment is to be made, and if not furnished by the 5th of said month, time of shipment shall be at option of the seller within 30 days after shipping directions are received. If shipping directions are not furnished when due, the seller may assess and add to contract price the usual prevailing charge for carrying until such time as shipping directions are received, or the seller shall have the right to ship the goods to the post-office address of the buyer or to cancel the contract, as seller may elect, 24 hours' notice having been given by seller of his intention or election."

I have accepted a position with the Updike Grain Co. at this city.—Geo. J. Cahill, formerly traveling freight agt., Grand Trunk Ry. System, Portland, Ore.

Fire on Oct. 15, at the plant of the Milwaukee-Western Malt Co., destroyed about 90 ft. of Section B, or the south half of one elvtr. The plant was equipped with automatic sprinklers. The 2 elvtrs., owned by the company, with a capacity of 500,000 bus., are attached. There was little damage to grain as the bins in the burned section were empty. Estimated loss is placed at \$175,000 to \$200,000. The smaller elvtr., which was damaged only by water, will be placed in operation in a few days, and the larger elvtr., which was badly wrecked, will be rebuilt.

WYOMING

Burns, Wyo.—I have taken charge of the elvtr. of the Farmers Grain Co., on the U. P. R. R. This elvtr. was formerly managed by Phil Potter.—I. W. H. Hook.

Hillsdale, Wyo.—I understand that the elvtr. of the Farmers Elvtr. Co., which burned Sept. 20, will be rebuilt at once.—I. W. H. Hook, mgr. Farmers Grain Co., Burns.

THE TOTAL QUANTITY of wheat received by the Australia wheat "pool" up to Aug. 7, according to the Australian Wheat Board, was 162,258,000 bus. The amount shipped was 10,418,000 bags of which 7,138,000 were sold locally and 432,000 disposed of otherwise. Receipts from overseas and local sales amounted to about \$61,500,000. The total net indebtedness of the Australian Wheat Board to the Imperial government and the banks on Aug. 7 was approximately \$45,000,000.

INSTRUCTIONS to pay close attention to oats shipments in intrastate traffic have been issued to inspectors by the Food Bureau of the U. S. Dept. of Agriculture. The unusually dry condition of oats this year is alleged to have led to an increase in the practice of adding water to increase the weight, and officials of the board state that proceedings under the food and drugs act will be instituted in all cases where evidence of watering is obtained, as it is their belief that this method of adulterating oats constitutes a violation of the federal food act.

THE CUTTING OFF of Germany from former sources of food and other supplies, which caused scarcity of various articles in the country, has tended to foster an increasing inventive spirit among the people and some new discoveries of decisive importance have been made, according to Dr. Schorlemer, Minister of Agriculture. As an instance there is the Delbruck process of yeast manufacture, which has made possible the production of 70,000 tons of albuminous cattle food this year. In a new straw foods factory 300,000 tons of cattle food were manufactured. An invention of Herr Lehmann-Cosmann will make it possible for farmers to manufacture their own straw foods, which in the whole empire might reach the quantity of 1,000,000 tons. A meal is also made from heather thru a process which removes the stems. Dried potatoes and beet greens are also used for food. Enthusiasm is shown over the success of the nitrogen factories, which by extracting nitrogen from the air by an electrical process has made Germany independent of Chile. The saltpeter industry is growing and Germany expects to have supplies of nitrogen for fertilizing next year.

WE THINK the Grain Dealers Journal is a good paper.—A. E. Ratz, of Tavistock Mfg. Co., Tavistock, Ont.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

The Southern Ry. in connection with the St. Louis & Tennessee River Packet Co. will put in effect a rate of 20c per 100 lbs. on grain from Tennessee river landings as far north as Savannah, Tenn., thru Riverton on Nov. 13.

L. A. Lowrey, Agt., Sup. No. 4 to No. 20-H is a local and joint tariff of terminal charges, rules and regulations from or to points within the Chicago district on out-bound and in-bound freight traffic; also rules governing intermediate service on freight traffic passing thru the Chicago district, effective Nov. 15.

The Interstate Commerce Commission has suspended the operation of the proposed tariff increasing the reshipping rate of 12.2c per 100 lbs. on grain from Chicago to Newport News and Norfolk, Va., for export to 13.8c per 100 lbs., of the P. C. C. & St. L. Ry. and Penna. Co., which was to have taken effect Oct. 15.

C. R. I. & P. Sup. No. 4 to 19687-L gives joint and proportional rates on grain, grain products, seeds, hay, broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and So. Dak. on the C. R. I. & P. Ry. and K. & D. M. Ry. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective Nov. 25.

C. R. I. & P. Sup. No. 40 to 13207-F gives joint proportional rates on grain, grain products and seeds, carloads, from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, So. Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis. on connecting lines, effective Nov. 20.

C. R. I. & P. Sup. No. 24 to 19690-F gives local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., N. M. and Okla., also Council Bluffs, Ia., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La. and Miss., and on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Nov. 21.

A. T. & S. F. Sup. No. 3 to 7481-E is a joint freight tariff on grain products and seeds, carloads, from stations in Colo., Kan., Mo., and Okla.; also Superior, Neb., on Atchison, Topeka & Santa Fe Ry., Gulf, Colo. & Santa Fe Ry., Leavenworth & Topeka Ry. and Kansas Southwestern Ry. to points in Ala., Ark., La., Mo., Miss., Okla., Tenn., and Tex., on or reached via the K. C. Sou. Ry., Mo. Pac. Ry., St. L. & San Francisco Ry. and connections, effective Nov. 16.

C. R. I. & P. Sup. No. 2 to 29329-B gives local, joint and proportional rates on grain, grain products and seeds, carloads, between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on the C. R. I. & P. Ry. and C. B. & Q. Ry., and stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Nov. 20.

C. R. I. & P. Sup. No. 45 to 28675-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates; also stations in Colo., Ill., Ia., Kan., Mo., Neb. and Okla. and stations in Colo., Kan., Neb., N. M., Okla., and Tex., effective Nov. 19.

C. R. I. & P. Sup. No. 5 to 10389-D gives local, joint and proportional rates on grain products and seeds between St. Louis, Mo., E. St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., and So. Dak.; also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan.; also grain and grain products, carloads, from stations in Ia., Minn., and So. Dak., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Nov. 27.

C. R. I. & P. Ry. Sup. No. 102 to 10389-C gives local, joint and proportional rates on grain, grain products, flax and millet seed, cotton seed meal, cotton seed cake and cotton seed hulls, carloads, between St. Louis, Mo., E. St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Neb., Minn., Mo., and So. Dak., on C. R. I. & P. Ry. and connections; also grain and grain products, carloads, from stations in Ia., Minn., and So. Dak., on the C. R. I. & P. and K. & D. M. Rys., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, effective Nov. 27.

Sample Governs Sale by Sample.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, in Horner Elevator & Mill Co., Lawrenceville, Ind., plaintiff, v. Uptide Elevator Co., Omaha, Neb., defendant, held that furnishing a sample with the quotation for No. 2 oats made it a sale by sample and not by grade.

In compliance with the request of the plaintiffs, the Uptide Elevator Co., on Oct. 26, 1915, quoted No. 2 white oats, Omaha official grading, and accompanied quotation by sample to represent quality they were shipping on No. 2 sales at that time. On Nov. 4 plaintiffs wired offer of 41 cents delivered their track Lawrenceville, Ill., 3,000 bus. of oats "equal sample." The defendants replied: "Will book the absconding (3,000 bus.) clutching (42 cents) delivered." After further exchange of telegrams the trade was consummated at 41½ cents. The plaintiffs confirmed by mail on "No. 2 white oats fully equal to sample." In all other essentials the confirmations are identical.

The 3,000 bus. of oats was shipped on Nov. 8. The first car arrived at Lawrenceville on Nov. 15, but, no provision having been made by the shippers allowing inspection on the part of the purchaser, a delay until Nov. 24 ensued before such permission could be secured. In the meantime the second car had arrived. On inspection the plaintiffs immediately wrote the defendants as follows:

"The B. & O. permitted us to inspect your two cars of oats today, and under separate cover we are mailing you sample of them, also sample from which we purchased. You will note that the oats you shipped us are badly stained and mixed with wheat, while the sample from which we purchased is bright and does not contain any wheat. We paid you a premium for these oats as we intended to use them for seed. You can readily see that the oats you shipped us are absolutely unfit for this purpose. Will ask you to please divert these cars and ship us two cars equal to your sample."

The defendants in reply contend that the oats were No. 2 white oats and fully up to grade. They ordered the shipments diverted to Cincinnati. The oats arrived at Cincinnati and graded "Standard white oats." The complainants made a demand on November 29 that defendants ship oats "equal to sample" to fill the contract.

The Com'te held that No. 2 white oats, Omaha, could not fill this contract unless of type of samples submitted by the defendants.

That the plaintiffs were well within their rights in refusing to pay drafts drawn in payment for grain bought by sample until such time as an opportunity was allowed them to inspect such grain and that such refusal to pay drafts of the defendants was not in any wise a breach of contract.

That the oats were not up to sample submitted, this conclusion being formed not only from the evidence submitted by the plaintiffs but as well from the fact that the shipments on being diverted to Cincinnati were graded "Standard white oats" which would hardly have occurred on a superior grade of No. 2 white oats out of the Omaha market.

Hence we find that the plea set up by

the plaintiffs in this cause of action be and is hereby sustained and that defendants are hereby ordered to pay to the plaintiffs the sum of \$195 and to bear the costs of this arbitration.

Evolution of Corn Growing in the Northwest.

BY A. K. BUSH.

The pioneers of fifty and sixty years ago found in the great Northwest only the small eared, eight to twelve row flint corns. Some of the eight rowed flints were introduced from New England, including King Philip, Longfellow and Smut Nose. These were first grown in northern Illinois and seed from that section gradually worked north until limited areas were devoted to those varieties in Iowa, Southern Minnesota, Southern Wisconsin and South Dakota. The Mandan Indians located along the Missouri River in Dakota territory had a primitive squaw type, the ears bearing corn of many colors.

About the middle of the last century, what is now known as Northwestern dent corn was introduced. Its exact origin seems to be in doubt but it is the opinion of some authorities that this variety is the result of a cross between the old King Philip and a yellow dent corn. Because of its earliness and other characteristics it is peculiarly adapted for growing in the most northern portion of the Northwest. It yields well and gives high grade fodder and in most years successfully matures in ninety to one hundred days, being out of danger before the first early frosts.

The dent corns for the North were introduced in the early seventies. Pride of the North, a variety which is still standard, was originated by the veteran corn grower, H. G. Goddard, of Fort Atkinson, Iowa. In 1876 Mr. Goddard sold his crop of seed corn to the Hiram Sibley Seed Co., of Chicago, this company giving it its name. For many years it was the only distinct variety of northern yellow dent corn. This has formed the foundation stock for a great many of the present northern corns.

The first white dent corn grown in the north was introduced by Northrup, Branslan, Goodwin Co. in 1888. From this variety has been bred a considerable number of white dent strains for northern growing.

The flint corns, red, yellow and white, and the dent corns, yellow and white, as mentioned, have been the foundation stocks from which practically all other varieties of corn suitable for northern growing were originated. Great improvements have been made in size of ear, in yield, in shape of kernel and in earliness during the last half century. By patient endeavor and careful breeding, varieties have been worked farther north year after year.

Statistics of 1879 show the area devoted to corn in Minnesota, North and South Dakota and Montana as a trifle over a half million acres. In less than 35 years the acreage in these four states has been increased more than ten fold.

Of the total corn crop produced in the Northwest fully 75% is fed to stock on the farm on which the corn was raised. The six Northwestern states, Minnesota, North Dakota, South Dakota, Iowa, Montana and Wisconsin, according to the United States Year Book, produced in the year 1914 about 650,000,000 bus. of corn. By far the greater part of this was marketed in the form of cattle, hogs and other live stock.

Corn growing in the Northwest is confined largely to the smaller farms, where cultivation may be better and more frequently carried on. There is a tendency to break the bonanza farms in smaller areas with the result that the acreage devoted to corn is being largely increased year by year. In the ten year period from 1903 to 1913, North Dakota increased the acreage of corn nearly 300% and Montana over 700%.

About ten years ago corn began to be grown extensively in a new locality about fifty or sixty miles northwest of Minneapolis. At that time the average yield of corn in that locality was about 25 bus. per acre and the best land obtainable could be purchased for about \$50 per acre. Under the direction of corn growing experts the farmers were instructed how to take care of their fields and were supplied with high grade seed corn. The average yield in that locality at the present time is 50 to 75 bus. per acre. A farm with no buildings in that locality was recently sold at \$150 per acre. Clover, corn and small grains grow in rotation and fed on the farm result in big yields with soil fertility gradually increased.

The Northwestern corn grower has suffered immense loss in attempting to grow

varieties popular farther South but not adapted to northwestern climatic conditions. A big ear of corn with deep kernels appeals to the average corn grower, but the farther north corn is raised and the shorter season in which it must mature, the smaller is the ear and the kernels become more shallow and blocky. The stalk also becomes of shorter growth. Southern grown seed corn, regardless of variety or its earliness in the south, is quite sure to disappoint northwestern planters.

Corn raised in the middle tier of counties in Iowa will not give satisfactory results in the latitude of Minneapolis. Also southern Iowa grown corn can not be depended upon to mature anywhere in Minnesota. Seed corn from the north, planted in the south, will in one year revert to the slow maturing characteristics of southern corn. Strictly dependable, northern grown seed corn from acclimated varieties is of the greatest importance to northwestern planters. To secure such stock seed it must be gathered before freezing weather and thoroughly cured in frost proof storage during winter. The vitality of the corn is best maintained when cured in well ventilated rooms with only sufficient heat to keep it from freezing. Seed corn of low vitality will not produce maximum yields and may fail to grow in the field when conditions of weather and soil are unfavorable.

Yields and quality of corn have been greatly improved during recent years by the State Experiment Stations and seed corn breeders.

The "ear to row" method has resulted in eliminating corn of low productivity. This method makes it comparatively easy to retain as seed stock only such corn as shows high yields and trueness to type. Continuous selection further tends to increase production. The best corn breeders detassel every other row and all barren stalks on seed plots, so as to decrease the possibility of inbreeding and cross pollination from unproductive plants. This will produce seed which has a tendency to large ears and the production of ears on each stalk. This work also prevents a condition which is too often seen in fields of corn, growing many non-productive stalks.

Corn, being a self-pollinated plant, is much reduced in vigor and yield by continued direct inbreeding. The advantage of selecting seed from the stalks that have been detasseled before pollen ripens and is distributed by the wind is readily apparent, as this will overcome in a large measure the deleterious effects of self-pollination.

It has been demonstrated that one variety taken from several fields or families, when mixed and planted, will increase yields. This theory, known as the system of first generation hybrids, was first advanced by Prof. W. J. Beal of the Michigan Agriculture Experiment Station. Seed of one variety of seed corn is planted in alternate rows with seed of the same variety, which, however, was grown in an entirely different locality than the first row. By introducing these two parent families, belonging to entirely different families, a largely increased yield is the result. By numerous and careful experiments it has been demonstrated that the increase in yield does not follow in the second, third or any subsequent generation, that this work of hybridizing must be pursued each year.

The problem which confronts the seedsmen today, applied not only to corn but to many other crops, is to educate the farmer to the realization of the fact that it is economy for him to purchase frequently, if not annually, a new supply of seed, which has been carefully bred for seed purposes. By so doing he can increase his yield to an extent that the entire cost of seed will be returned to him many fold by the increased yield and quality of his crop.

THE WRONG METHOD OF STARTING an electric motor results in an early burning out of the contact fingers of the switch. It is a bad practice to throw the switch partly into starting position and pull it out immediately, repeating this operation quickly several times, as is the habit of some operators. Instead of preventing a rush of current, as intended, there are several rushes. The correct method is to thrust the switch firmly into starting position, leaving it there until the machine gets up to speed, then with one firm grasp placing the switch in the running position, to be held by the lever engaging the low voltage release.

Books Received

EUROPEAN ECONOMIC ALLIANCE is a compilation of information on international commercial policies after the European war and their effect upon the foreign trade of the United States, with chapters on Evolution of European Commercial Policy, Paris Conference Resolutions, Economic Alliance of Central Powers, European Commercial Treaty Relations, American Foreign Trade, and four special trade charts. Published by the National Foreign Trade Council, New York. Paper, 118 pages; price, 25 cents.

THE ANNUAL REPORT of the Department of Agriculture of the Province of Alberta, Canada, for the year 1915 gives a complete report on general agricultural conditions as well as special reports from the heads of administrative branches, which include accounts of many new and interesting experiments in almost every branch of farming and stock raising, each matter taken up being well illustrated with photographs taken from the field. A very valuable appendix is to be found in the book, containing among other valuable statistics a report of the crop yield, acreage, etc., in tabulated form for the last ten years. Crop Bulletin No. 2 covering this year's crop is a supplemental insert. Paper, 320 pages, published by order of the Legislative Assembly, for Dept. of Agriculture, Edmonton, Alta.

THE INTRINSIC VALUE OF PRODUCTS BASED ON THE DRY-MATTER CONTENT is the subject of a paper by E. G. Boerner, ass't in Grain Standardization, in which he shows methods of determining comparative values of grain, cottonseed, flour and similar products. A feature of the pamphlet is the percentage tables of which there are 12, table No. 1 showing the percentage of shrinkage in weight corresponding to definite reductions in the moisture content. Tables Nos. 2 to 12 inclusive, show the comparative values on a dry matter basis of grain, cottonseed, and other products containing various percentages of moisture, beginning with 10% for table No. 2 and increasing consecutively, Nos. 2 to 9 being applicable to all grains, while 10 and 11 apply particularly to shelled corn. Table 12 gives the comparative values, by grades, of a unit of corn containing the maximum moisture allowed in each of the 6 numerical grades established by the Government. Bul. No. 374, 32 pages, Bureau of Plant Industry, U. S. Dept. of Agriculture, Washington, D. C.

THE CHINCH-BUG OUTBREAK OF 1910 TO 1915 in the state of Illinois is thoroughly reviewed in a very interestingly written booklet by Stephen A. Forbes, State Entomologist, presenting its causes and reasons for its disappearance, comparing the cost and outcome of the various defensive measures brot into use, and especially showing the probable result if all concerned had made a general and energetic use of the best of these measures from the very beginning of the trouble. He proves that it is not only perfectly feasible to protect the corn crop completely in the early stages of a chinch-bug uprising, but that it is an immensely profitable undertaking. A barrier around the fields, formed by spreading coal tar or crude creosote on the ground is recommended to keep out the insects, but community co-operation is necessary for complete results, and legislative action to bring this about is suggested so that all may be equally benefited, and the community as a whole profit from the concerted effort.—Circular No. 189, University of Illinois Exp. Sta., Urbana, Ill.

HARVEST LABORERS in Southern Russia are paid four times the normal wages.

CHARLES T. PEAVEY ROOM 730 WEBSTER BUILDING CHICAGO

I am forming the

Charles T. Peavey & Sons Grain Co.
Capital stock to be.....\$100,000.00
Par value per share to be..... 100.00

This company is to own and operate an elevator property I have recently purchased at Harvey, in the Chicago Zone.

Present property consists of an acre of ground and ten tile and concrete tanks of about two hundred and fifty thousand bushels' storage capacity, with machinery and other buildings, bringing the original cost to over seventy-five thousand dollars.

Tracks of the Grand Trunk Ry. are now on the property, and the Illinois Central and B. & O. Belt connections are only a few hundred feet away.

The working house, which was on Railway ground, was destroyed by fire, and plans are now being perfected for a new concrete house, to be located on our own ground adjoining the tanks and tracks.

This will give us a fire proof plant of over three hundred thousand bushels storage and about twenty cars per day handling capacity, fitted to do "Hospital" work, and our own ground provides room for six times this storage and handling capacity.

Contractors who have built elevators in the Chicago zone for past thirty years, estimate it would cost twenty thousand dollars to duplicate our location and trackage.

Since it has become known that I have acquired this property, I have been requested to permit Shippers to and Receivers in this market to become financially interested, that they might have a place where their occasional cars can be conditioned, and surplus stored, thus giving them an opportunity to judge of the advisability of becoming more heavily interested and making it a larger Terminal Company.

All of present property has been financed, but Twenty Thousand dollars of the stock is reserved for those who believe in and wish to become interested in one or more shares.

Do you want any?

Sincerely,

Charles T. Peavey.

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 19..". Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9 1/2 x 9 1/2 inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Illinois

TOMORROW.

Finish every day and be done with it. You have done what you could; some blunders and absurdities crept in—forget them as soon as you can. Tomorrow is a new day. You shall begin it well and serenely and with too high a spirit to be encumbered with your old nonsense.—Emerson.

Supply Trade

RACINE, WIS.—Fire a few days ago partially destroyed the plant of Johnson & Field Mfg. Co. New facilities were secured at once in a building in the next block.

THE MAN who does not believe in forceful advertising pays the advertising bills of the man who does. People are afraid of the man who is afraid of the light.—G. W. Robnett.

WICHITA, KAN.—A. C. Rynders, mgr. of the White Star Co., is visiting Chicago, New York and other machinery centers in search of new ideas adaptable to the needs of the country elevator man.

CHICAGO, ILL.—The propaganda being sent broadcast over the country by the Portland Cement Ass'n pointing out the advantages of cement roads should do much to promote the building of this style of highway. A movement of this kind deserves the support of every grain dealer.

SILVER CREEK, N. Y.—Invincible machines have been installed in the following plants: J. B. A. Kern Mills at Milwaukee, being remodeled by the Armour Grain Co.; Northwestern Grain & Malt Co., Chicago; Mason Hawpe Grain Co., East St. Louis, Ill.; Alpha Portland Cement Co., Easton, Pa.

HUDSON, N. Y.—Grain elevator men who have an ice storage plant in connection with their elevator and who cut and store their own ice, will find it to their pecuniary advantage to get the Gifford-Wood Co. bulletin No. 24. The object of this bulletin is to suggest to those engaged in the natural ice business the advantages and obvious savings possible with the proper ice harvesting equipment.

USERS of engravings west of New York City have not yet been relieved of the demands being made upon them by the organized engravers. The prices being charged for engravings of all kinds makes their use almost prohibitive, in fact, they are now being used only when it is absolutely necessary. By cutting down the use of engravings it would not take long to bring the engravers to the mark.

CHICAGO, ILL.—The W. C. Shinn Co. of Lincoln, Neb., and the National Cable Co. of Niles, Mich., manufacturers of lighting rods, have been consolidated under the name of the Shinn Mfg. Co. Headquarters of the company will be in this city under the management of Mr. Shinn, who has been elected president. The company has a branch factory in Canada and a sales force covering both countries. This force will be enlarged in keeping with the plans for expansion which led to the consolidation.

GENERAL ADVERTISERS, who run the same copy in a number of different mediums, agree that the value of repetition is more than enough to offset the apparent loss thru duplication; in other words, that it is better to tell the same story several times to the same person than to risk his not hearing it at all. In class and trade papers the problem is de-

cidedly different, of course, because to be most effective the ad for each field must be written in different language and the product made to dovetail exactly with the use to which it is to be put.—Class.

Buffalo's Grain Drying Facilities.

In planning a new elevator to meet modern requirements the item of grain driers is as certain to be included as the engines or motors; for grain, more and more, is valued with reference to its dry matter content. The new Federal Corn Grades, going into effect very soon, involve the testing for moisture of all kinds of grain and make the control of the moisture content imperative. This control is made possible by the use of the grain drier.

The Concrete Elevator now approaching completion at Buffalo by the Eastern Grain Mill & Elevator Corporation includes in its modern equipment a Hess Grain Drier and Cooler, having a capacity of 36,000 bus. of damp grain daily, and provision is made for increasing this capacity by doubling the size of the drier installation. The drier is so installed that it may be loaded from boats or cars, the most convenient arrangement for salvage grain, as well as from bins of the elevator. This adapts it to all possible purposes. Below the drier will be placed an extensive cleaning equipment so that when the grain leaves the drier and cleaner it is ready for storage or shipment.

Mr. Nisbet Grammer, president of the corporation mentioned, has had extensive experience with the Hess Drier in the Iron Elevator at Buffalo, in which he has used a drier of the same size as that mentioned above, but of the older type.

A duplicate of this drier may also be found in the new Superior Elevator at Buffalo, installed two years ago for Messrs. Husted & Pratt. Another Hess Drier is in use in the plant of the Buffalo Cereal Co. Buffalo is thus well equipped with Hess Driers which afford ample protection to grain arriving out of condition, and providing fine facilities for the handling of any fire or marine salvage coming to that port. It is expected that the new Hess Drier at the Concrete Elevators will be ready for operation about Dec. 1.

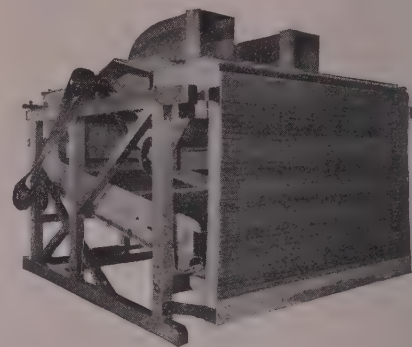
We could not get along without the Grain Dealers Journal. It gives all the news of the trade.—Maddin Bros., Del Rey, Ill.

STEEL MERCHANT VESSELS building or under contract to be built in private American shipyards on Oct. 1, 1916, according to builders' returns to the Bureau of Navigation, Dept. of Commerce of the United States, number 417 of 1,454,270 gross tons. Lloyd's Register reported on June 30, 1916, that there were 439 steel merchant vessels of 1,540,118 gross tons under construction in British shipyards. Altho British yards have increased their merchant work, the delivery of engines and machinery is slow, and at present the completed output of American and British yards are about equal. During September American yards finished 19 steel merchant vessels of 46,608 gross tons and made new contracts for 47 steel merchant vessels of 208,686 gross tons, about half of which is for Norwegian owners. The month's new contracts equal all the merchant steel tonnage in the United States building or under contract on July 1, 1913, and exceed that on July 1, 1914.

The U. S. Receiving Separator.

The United States Receiving Separator in a new model is being made in capacities up to 4,000 bus. per hour. It is built within the same stocky type of frame which characterizes other U. S. equipment, but in other ways has many advantages over the smaller type of machine. The grain shoe, containing the screens, is connected direct to the eccentric shaft at the rear of the machine. The shoe is thus given a steady, uniform and single speed shaking motion. The eccentric itself is cut right on the cold rolled shaft.

Attached to the ends of the eccentric shaft are balance wheels, acting as a counter balance, and eliminating vibration. This guarantees a longer life to the machine and does away with excessive jarring. The eccentric shaft operates



U. S. Receiving Separator.

within three bearings, one at either end of the machine and the third in the middle, the third bearing preventing the shaft from getting out of line or sagging. These three bearings, and those on the fan shaft are of the ring, self-oiling type.

Two fans are used in obtaining a strong air current. These fans are constantly under control of the operator, who regulates the current of air by the opening or closing of an air valve near the top of the flue.

Finger type screens are used in the shoe, as the little fingers prevent pieces of cob, or other small foreign particles from lodging in the meshes. Tho this type of screen is furnished as the machine's regular equipment, other types will be supplied if desired. The finger screen is especially adaptable for the separating and cleaning of corn. Just under the finger screen is a four section cockle screen of perforated metal, which extracts the meal or dirt.

The feed hopper is equipped with a right and left screw conveyor and an adjustable feed gate, insuring the even feeding and equal distribution of grain the entire width of the screen.

At the discharge end of the shoe the cleaned grain is dropped into the air flue, and, as shown in the engraving herewith, the point where the grain enters the flue is some distance above the bottom of the flue. This space is provided for a final cleaning of the grain before it is dropped from the machine, the strong air currents of the two fans drawing upward thru the flue, any small particles or dust which may have passed over the screens. The greater the distance the grain travels within the air flue the better it will be spread and scattered, giving the air, passing upward, a chance to pull out the light material.

The tailings from the fans are delivered to the side of the machine by a screw conveyor and discharged thru automatic valves, and the cobs and larger particles which tail over the screen are also discharged from each side of the machine. The discharge of the screenings and meal, which pass over the cockle screens, is located near the center of the machine. The screening conveyors are all belt driven, and these belt pulleys are far enough between centers to insure smooth running belts.

The machine will be distributed to the trade by the manufacturers, the B. S. Constant Co., at a price placing it within the reach of the country elevator trade as well as the operators of terminal market houses. The first machine turned out, one of 2,500 bushels per hour capacity, has been installed in the new elevator of L. E. Slick & Co., at Bloomington, Ill.

BRIGHT RED is the color of the Parker Corn Co.'s latest advertising card.

I READ the Grain Dealers Journal regularly and could not conduct a successful grain business without it.—H. G. Pollock, Middle Point, O.

IT IS EVIDENT that foreigners own most of our stock of old wheat and are long a world of futures on which they are likely to demand delivery. Such a situation in the world's foodstuffs has not been seen since the world's history was first recorded. The only hope of lower prices lies in extreme curtailment and saving in consumption, the use of every known substitute, and the early release of the locked up millions in Russia. All of these are remote, and it seems likely that before another crop is garnered there will be the highest prices seen in a decade.—W. H. Perrine & Co.

Specified Weight Binding, Tho Shortage Excessive.

The Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of Tom F. Connolly, R. I. Merrill and J. E. Bishop, in a decision affirmed by the executive com'te, ruled in favor of Louis Garver, plaintiff, and against the A. B. Crouch Grain Co., of Ft. Worth, Tex., defendant, sustaining destination weights.

There is no contention as to the conditions of the contract, both parties agreeing that the corn was bought and sold on destination terms and shipped to Van Alstyne, Tex.

Plaintiff submits evidence on each car as weighed at Van Alstyne, showing a shortage amounting to \$237.08, and contends that the corn was bought on destination terms, and that Roscoe Garver personally weighed the corn and furnished affidavits to the Committee of the weights of the corn at Van Alstyne, and, as he had the corn bought on destination terms, he is entitled to recover from the defendant the amount represented by the shortage.

The defendant contends that the shortage is excessive and presents evidence to the com'te the railroad weights at different points which, in a manner, confirms the weight of the shipper.

While the com'te is of the opinion that from the evidence submitted, the shortage in the three cars of corn appears to be excessive, and the com'te is also of the opinion that, from the evidence, there might have been some carelessness in weighing at Van Alstyne, yet, based on the terms of the contract, and from former precedents laid down by the Arbitration Com'te and affirmed by the Executive Com'te as in the cases of Hughes & McCoy v. Lawthor Burgher Grain Co., Docket No. 16/861, and in the case of A. B. Crouch Grain Co. v. Keel & Son, Docket No. 17/887, in which it was held that unless, from a preponderance of evidence, the defendant could establish beyond the question of a doubt that there was either error or fraud in the weights at destination, that destination weights must prevail.

Therefore the com'te is compelled to find for the plaintiff, and orders that the A. B. Crouch Grain Co. pay to H. B. Dorsey, sec'y, at Fort Worth, \$237.08 within 20

days from this date, and the Sec'y is instructed to return to Louis Garver his deposit fee in this case.

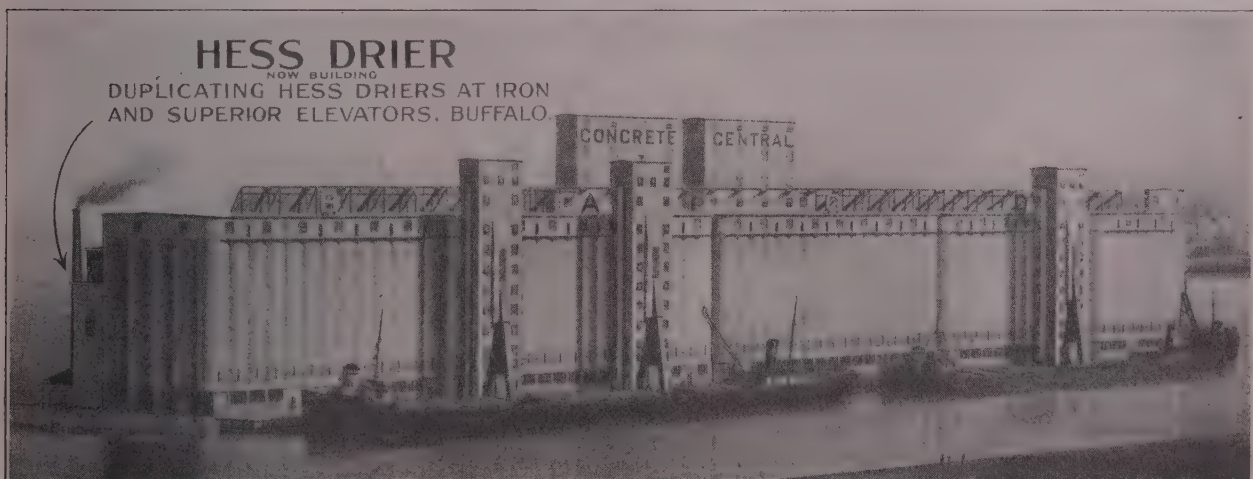
Buyer Not Liable for Delayed Inspection.

The Arbitration Com'te of the Oklahoma Grain Dealers Ass'n, composed of U. F. Clemons and J. J. Stinnett, in the complaint by Beutke Grain Co., of Oklahoma City, and Deer Creek Elevator Co., Deer Creek, Okla., defendant, ruled in favor of the buyer on a contract providing for Galveston weights and grades, the inspection of the car having been delayed more than 60 days.

The wheat was shipped Oct. 29, 1915, from Deer Creek to Blackwell, Okla., and diverted Nov. 1 to the Beutke Grain Co., at Galveston, for "Export." The defendant shipper declined payment of the overdraft on the ground of deterioration in quality of the grain account of delayed inspection, there having been a lapse of more than sixty days between the date of shipment and the date of inspection at Galveston, Jan. 8, 1916.

The Com'te held that notwithstanding this extreme delay, which is apparently accounted for by the congestion of the Galveston yards, the position of the defendant is not tenable, inasmuch as there is nothing in the contract providing for inspection within a specified time. We therefore award the amount claimed, \$140.05, to the plaintiff and assess the cost of arbitration against the defendant.

I COULD HARDLY get along without the Grain Dealers Journal, as I find the items of interest from brother dealers of great value.—John F. Burns, mgr., Tiedeman Elvtr. Co., Hornick, Ia.



Eastern Grain, Mill and Elevator Corporation, Owners

Monarch Engineering Co., Engineers and Builders, Buffalo

Hess Warming & Ventilating Company, DRIERS

907 Tacoma Building, Chicago

The HESS DRIER is a profitable adjunct to the largest elevator, as well as the smallest elevator or mill. Made in eleven sizes.

Supreme Court Decisions

Title to Matured Crops.—Crops that have matured, such as corn drawing no sustenance from the soil, though unharvested, at the time of the issuance of a sheriff's mortgage foreclosure deed of the fee, do not pass to the purchaser, but belong to the mortgagor or the tenant, and may be harvested and retained by him.—*Kettering v. Barber*. Supreme Court of South Dakota. 159 N. W. 133.

Arbitration.—Where three arbitrators, appointed in accordance with the statute in a pending cause, made and returned an award to the court, they thereby exhausted their authority, and two of them could not therefore make and return a valid supplemental award. Accordingly, it was error to make such supplemental award the judgment of the court.—*Hightower v. Georgia Fertilizer & Oil Co.* Supreme Court of Georgia. 89 S. E. 827.

Carrier's Liability for Delay.—Where, in an action for damages to a shipment of beans, due to negligent delay in transportation, it appeared that defendant retained the money for which the beans were sold, and the contract price was the only evidence of the market price at the place of delivery, the court properly instructed that plaintiff, if entitled to recover, should recover the contract price at the place of delivery at the time the shipment should have been delivered.—*Lyons v. Grand Trunk Ry. of Canada*. Supreme Court of Michigan. 152 N. W. 88.

Jurisdiction over Claims for Car Doors.—State courts have jurisdiction in actions to recover the amounts due shippers of interstate freight for holding the shipment, where the maximum charge for such repairs is fixed by the tariff on file with the Interstate Commerce Commission. The 3-year statute of limitations applies to actions to recover the cost of repairing cars to put them in condition to receive the property to be shipped therein, and the statute begins to run on each item when the shipment is made.—*Rock Milling & Elevator Co. v. A. T. & S. F. Ry. Co.* Supreme Court of Kansas. 158 Pac. 859.

Sale of Stored Grain.—A demand for the grain or its value throws upon the warehouseman the burden of offering substituted grain if he would not or cannot redeliver to the ticket holder the identical grain stored. While, under section 3113, C. L. 1913, the warehouseman may sell stored grain and upon a demand for the delivery of grain stored substitute like grain therefor, yet the ticket holder need not make a demand in the alternative for the same grain or that of an equal grade as a basis for conversion, where the ticket holder has demanded the return of his grain or payment of its value.—*Ertelt v. Daniels*. Supreme Court of North Dakota. 159 N. W. 17.

Crop Mortgage.—The lien of a mortgage of a tenant's undivided half of crops grown on lands under a farm lease providing for an equal division and reserving title and possession thereof to the lessor until performance of the lease and settlement attached to the tenant's equitable interest after the crops came into existence, and after division and settlement attached to his legal interest, regardless of who was then in actual possession and of the fact that he could only require a return of grain of like kind, quality, and amount from an elevator company. Under the provisions of the warehouse law (Pol. Code, § 488), the holder of warehouse receipts given for stored grain may not require the restoration of the identical grain, but only grain of the same amount, kind, and quality.—*National Bank of Wheaton v. Elkins*. Supreme Court of South Dakota. 159 N. W. 60.

Title to Shipment.—The general rule is that, where goods are shipped on an open bill of lading, the title passes to the consignee when they are delivered to the carrier, and any ensuing damage must be recovered by him. Notwithstanding such rule, it is open to the consignor to show that the goods were shipped on consignment, or that by agreement between himself and the consignee the title has re-vested in him while the goods were in transit, and that he has a pecuniary interest in the proper performance of the contract of shipment.—*Aydlett v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 89 S. E. 1000.

Carrier's Liability as Warehouseman.—Where a delivering carrier stored merchandise on its own wharf to await the arrival of a vessel of a certain line to complete the transportation to a certain foreign port, its liability is that of a warehouseman, especially under a bill of lading stipulating that the contract for inland transportation should terminate on the delivery of the merchandise at said wharf. Where the merchandise so stored, consisting of cotton seed cake, a perishable commodity, was placed under a shed with a leaky roof, open sides, and a wet floor, and only a portion of the goods was covered with tarpaulins, and in consequence the cake, or most of it, was damaged by mold and mildew, held, that the carrier was negligent in storing the goods in an unsafe and unsuitable place. Held, under such circumstances, fogs, rain, and high waters, furnish no excuse, as they did not prevent the carrier from storing the goods in a warehouse or other dry place.—*Coate Bros. v. New Orleans Terminal Co.* Supreme Court of Louisiana. 72 South. 678.

Connecting Carriers.—Where plaintiff sues defendant for the value of certain grain alleged to have been lost through defendant's negligence, where such grain was in the custody and under the control of, and upon certain boats owned and operated by, the defendant as a common carrier; and where the evidence shows that such grain was lost while in the possession of a preceding carrier, and before the shipment had been delivered to or received by defendant, the plaintiff cannot be permitted to introduce evidence tending to show, or recover upon the theory, that the defendant by special agreement had assumed responsibility for the safety of such shipment while in custody of, and being transported by, such preceding connecting carrier. In absence of a statutory rule, or express stipulation between the parties, the carrier's primary liability does not depend upon whether a B/L has been issued, but upon whether there has been a complete delivery by the owner of the goods to the carrier for the purpose of transportation.—*Knapp v. Minneapolis, St. P. & S. S. M. Ry. Co.* Supreme Court of North Dakota. 159 N. W. 81.

Appeal from Inspection.—Under Laws 1911, pp. 398—412 (3 Rem. & Bal. Code, §§ 5980—1 to 5980—32), relating to the inspection of grain, by section 12 requiring the public service commission to fix standard grades for grain, by section 14 making the inspector's certificate conclusive upon all parties interested, and by section 16 giving any party aggrieved an appeal to the commission, which on notice should notify parties interested of the time and place for a hearing, the buyer of grain who had paid for it according to the certificate of an inspector from which the seller appealed was one of the "parties interested," and entitled to notice of the hearing on the appeal. The recital in the order of the commission changing the grade on appeal that the order was made "after due notice had been given to the interested parties" was not a finding that the buyer had been notified, but a mere conclusion of law from facts not recited, reviewable by the courts as a question of law; and the buyer might show that, in fact, he had received no notice and had no knowledge of the time and place of the hearing.—*Reardon Union Grain Co. v. Smith*. Supreme Court of Washington. 151 Pac. 772.

Shipper Can Not Cancel Contract Because Confirmation Contains New Conditions.

The Hall-Baker Grain Co., of Kansas City, Mo., thru its broker, A. Galbraith, of Dallas, Tex., bot 10,000 bus. corn of the Marsh Milling & Grain Co., of Madill, Okla., for shipment by Nov. 20.

From the Fort Worth, Tex., office of Hall-Baker, the Marsh Milling & Grain Co. received the following letter, which was acceptable: As per conversation with Mr. Galbraith this afternoon, this will confirm purchase from you as follows: 10,000 bus. of No. 3 or better mixed corn at 62½¢ basis delivered Galveston for export for shipment by Nov. 20, 1915, Galveston weights and grades, demand drafts. Draw drafts with proper papers attached on our Kansas City office. From the Kansas City office of Hall-Baker, the Marsh Milling & Grain Co. received a confirmation printed on both sides, which was not acceptable, and he advised plaintiff at Kansas City to this effect on Nov. 11 as follows:

"Have your confirmation covering the corn and we can not agree to leave off the margin as we always draw in full demand drafts on corn or wheat. Neither do we agree to the clause which says that delivery of grain on this contract not perfected until grain has been inspected and weighed into elevator at destination. The title of the grain passes when you pay our drafts."

On Nov. 13, the plaintiff, from its Kansas City office, wrote the following letter to the defendant:

"Your two favors of Nov. 11 are just received. Our agent at Fort Worth bought 10,000 bus. of corn from you on regular export terms. We bought corn on the same day from eight or nine other firms, and none of those firms have objected to our confirmations.

You sold us this corn for shipment by Nov. 20, and it certainly is your business and not ours to get this corn shipped within time of contract. It is the custom for all shippers to leave a margin on all grain which is sold subject to destination weights and grades. Of course if we buy any grain on shippers weights and grades, we are ready to pay demand drafts in full.

We have done a very large business with the very best concerns in Oklahoma and Texas, and this is the first time that any concern has asked us to pay their drafts in full against shipments of grain which is sold us subject to destination terms.

We expect to fill your contract in accordance with the confirmation which we have mailed." Defendant received this on Nov. 15, when they immediately wired the plaintiff the following:

"Persecuting. Will not ship corn on your terms. Consider the incident closed," and also wrote them the following letter:

"We have just wired you as follows: 'Your letter of the 15th received. Will not ship corn on your terms, consider the incident closed.' We are well within our rights in taking exceptions to your printed contracts. We have sold corn to some of the biggest dealers in the country and have never left off a cent of margin. We always draw demand drafts in full for all corn we ship regardless of the terms.

Another clause in your contract which is new to us is this: Delivery of grain on this contract not perfected until grain has been inspected and weighed into elevator at destination.' We suppose that

you are trying to get by the storm proposition at Galveston. However, we will not sell on those terms and had we known that you were expecting to get the corn from us on terms such as these, we certainly would not have booked it with you. There has been very little change in the market since we attempted to trade with you, and we are not refusing to accept your contracts on that account at all. It is just simply from the fact that we do not do business on these terms."

The plaintiff contends that the corn was bought on regular export terms and they were entitled to insist upon shipment of the corn under their regular export confirmation, claiming that all exporters have practically the same terms, and that the defendant must have known that they would be required to comply with all of the terms in their confirmation when they sold the corn.

The defendant contends that there was nothing whatever said about the printed conditions contained in the confirmation when they made the sale of the corn, to the plaintiff, and that the confirmation of Galbraith and of Hall-Baker Grain Co. by Mr. Johnson above referred to constitutes the terms and conditions of the trade as made over the telephone, which was really the contract, and that they only sold the corn on Galveston official weights and grades as represented, and that, based on these terms they would have been forced to ship the corn but that when the plaintiff undertook to change the terms and conditions of the contract as originally made over the telephone, they had a right to object to same, and then the plaintiff refused to withdraw their printed confirmation and accept shipment of the corn on these originally made, they declined to do so, as evidenced by their letter of the 13th, until, in a long distance conversation after the market had materially advanced and having already declined to accept the change in the contract as represented by plaintiff's confirmation as evidenced by their telegram and letter of Nov. 15.

The defendant contends that their telegram and letter of the 15th was sufficient notice to the plaintiff that they were not going to ship the corn, and that they have no right to undertake to fix the market difference as late as the 18th.

MAJORITY OPINION.

The Arbitration Com'te of the Texas Grain Dealers Ass'n, Tom F. Connally and J. E. Bishop, is of the opinion that the contract as made over the telephone as represented by the letter of A. Galbraith, who purchased the corn for plaintiff, written to the plaintiff on Nov. 9, as above referred to, and the letter of Hall-Baker Grain Co., written from Fort Worth on the 9th to the defendant, represents the terms of the contract, and that the contract was not in accordance with the terms and conditions contained in the printed confirmation of plaintiff mailed from Kansas City on Nov. 9, therefore we are of the opinion that on refusal of the plaintiff in their letter of the 13th to the defendant to waive the conditions as printed in their regular confirmation justified the defendant in refusing to ship the corn on such terms or conditions, and that the defendant had the right to wire the plaintiff terminating the deal, therefore we find for the defendant, the Marsh Milling & Grain Co., that they owe the Hall-Baker Grain Co. nothing on this controversy, and the Sec'y is instructed to return to the defendant their deposit in this case.

MINORITY OPINION.

There is no doubt that a trade was made. As far as the objection to leaving a margin is concerned, our trade rule No. 22 specifically covers this point, that it is incumbent upon shippers to leave a margin on sales made on destination terms.

I do not think the confirmations made by Galbraith and the Fort Worth agent of the plaintiff were more than memorandum no-

tations of the trade, and it was admitted by the defendant and known by all parties making the trade that a regular confirmation would be furnished by the plaintiff's home office.

As the plaintiff is located in Kansas City, and is well known to be a direct exporter, the defendant should have known that they would be furnished with a confirmation which called for the corn to be delivered, weighed and inspected before contract was completed, and also calling on the defendant to relinquish all their rights to any particulars regarding this shipment, as well as every other right they had, except to live. The defendant well knew that they would be sent a confirmation containing such provisions. If they did not, they should have.

In a letter of Nov. 15 from the defendant to the plaintiff, referring to plaintiff's confirmation, there is a sentence which reads: "We will not sell on those terms, and had we known that you were expecting to get corn from us on terms such as these, we certainly would not have booked it with you." I think, by the above quotation, that the defendant fully recognized their duty to ship the corn.

In my opinion this does not come under the iniquitous practice of confirming different to the actual trade, and the defendant should have known the kind of proposition they were getting into and governed themselves accordingly at the time they made the trade.

It is clear to my mind that from the evidence submitted the defendant sold to the plaintiff 10,000 bus. of export corn and on export terms, and therefore had no right to object to the regular export confirmation of plaintiff several days later.

However, I am of the opinion that it was the duty of the plaintiff to have bought in the corn for defendant's account if possible on receipt of defendant's message of the 15th, advising that he would not ship the corn, and that the basis of judgment should be on the market difference on this date and contract price, instead of the 18th, as claimed by the plaintiff.—R. T. Dorsey.

DECISION ON APPEAL.

It is our opinion in this case that the contract was entered into by the parties in question for the sale of export corn on Galveston weights and grades, and there is no question in the minds of the Com'te but what the contract on this basis was binding until Nov. 15, when the Marsh Milling & Grain Co. wired Hall-Baker Grain Co. that they would not ship the corn, and that they considered the incident closed, and it was the duty of the Hall-Baker Grain Co. to buy in the corn to the best advantage, delivered Galveston for export on Galveston weights and grades. We find the value of the corn at this time, from what information we have, to be 63c per bushel Galveston, or $\frac{1}{2}$ ¢ per bu. less than the contract price, and on 10,000 bus. covered by the contract, would amount to \$50.

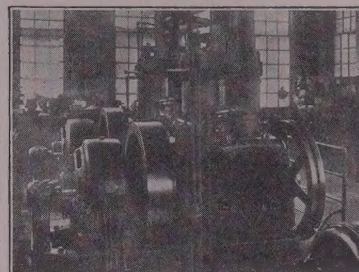
Therefore we reverse the decision of the majority of the Arbitration Com'te and render an award in favor of Hall-Baker Grain Co. against the Marsh Milling & Grain Co., and hereby order that the Marsh Milling & Grain Co. pay to H. B. Dorsey, Sec'y, \$50 to cover this award within 20 days from this date, and the Sec'y is instructed to return the Hall-Baker Grain Co. their arbitration and appeal fees in this case, and the Marsh Milling & Grain Co. is hereby ordered to remit to H. B. Dorsey, Sec'y, \$5 to cover the appeal fee in this case.

The Executive Com'te must differ with the majority of the Arbitration Com'te releasing the Marsh Milling & Grain Co. from liability simply because they contend that the Hall-Baker Grain Co. undertook to enforce upon them terms to which they had not agreed, nor which was embodied in the contract originally made over the telephone and confirmed by both Galbraith and Johnson.

The Com'te is of the opinion that when a contract is once made it cannot be changed or cancelled without the consent of all parties concerned, and that the contract is binding as made until one of the parties notified the other that they will not make shipment, or will not accept the shipment of the grain, as the case may be; therefore we are forced to reverse the decision of the majority of the Arbitration Com'te and render same as above.—W. W. Manning, Pres.

A CAR OF WHEAT from the Goose Lake district of Canada was bot by the Houghton Grain Co., Winnipeg, for \$2,646.10, one of the high records for a single car of wheat.

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MODERN GAS ENGINE POWER PLANT

Consisting of

- 1 2 Rathbun-Jones two-cylinder Vertical Gas Engines, direct connected to—
- 1 2 General Electric D. C. Generators 200 amperes 250 volt 300 r. p. m.
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FOR IMMEDIATE DELIVERY

1 Can be seen in operation.

Also

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Cleveland, Ohio.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

Grain Dealers Journal

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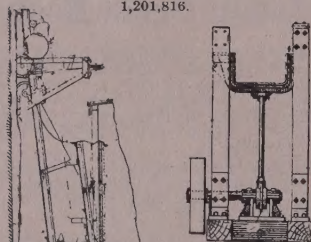
1,201,663. Stock Food and Method of Treating Same. Ernest E. Werner, St. Louis, Mo. By combining with a stock food containing green grass, a harmless alkaline substance in the presence of moisture, the greenish color is retained, and the grass maintained in its natural or raw state.

1,200,699. Conveyor. (See Cut.) George Bernert and Jacob Bernert, Milwaukee, Wis. A hopper is disposed below the top of a fan, which has a blower trunk associated with it that extends directly upward. A conveyor casing extending upwardly from the hopper communicates with the blower trunk above and adjacent the fan and a conveyor in the casing.

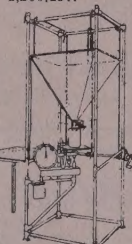
1,201,006. Grain Door Opener and Process of Opening It. (See Cut.) Andrew Wallace, South Chicago, Ill. This is a process of opening grain doors in cars which consists first in forcing the door as a unit inwardly against the pressure of material behind it, then raising the door bodily upward within the car and holding it in position while the material in the car runs out beneath the door.



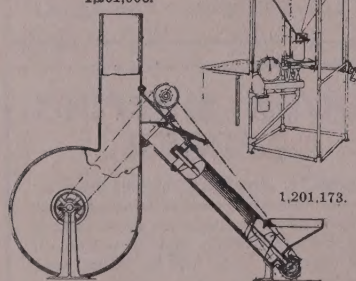
1,201,816.



1,200,497.



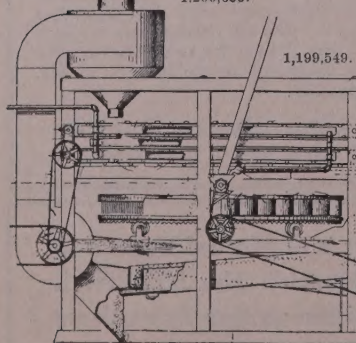
1,201,006.



1,201,173.



1,200,699.



1,199,549.

1,199,549. Seed Recleaning Machine. (See Cut.) Shirl Herr, Crawfordsville, Ind. This is a device for separating mucilaginous seeds from others and consists of a rotating table on which a moistened mixture of seeds is deposited together with a dry substance such as sawdust to which the moist mucilaginous seeds will adhere. A vibrating screen arrests the sawdust with the adhering seeds and allows the other seeds to pass thru.

1,201,173. Automatic Weighing and Sack Filling Apparatus. (See Cut.) Josiah Grimes, Alhambra, Cal. Vertical frame bars forming a rectangle have a supply bin mounted to move vertically therein. This bin has a gate in its lower side thru which grain is supplied to a weighing scales that is supported on a bracket from one of the vertical frame bars, and can be worked up and down so as to be positioned under the bin, or it can be swung outward away from between the bars.

1,201,816. Seal Lock. (See Cut.) Joseph Forshelm, Great Neck, and Joseph Konigsberg, New York, N. Y., assignors to Lena S. Forshelm, Great Neck, N. Y. A protective strip for a lock is held in position by a positioning device, which has a separate releasing device operated independently of the lock, the strip protecting both the lock and the releasing device and requires mutilation for gaining access to either.

1,200,497. Conveyor. (See Cut.) William B. Hosford, Mishawaka, Ind., assignor to Dodge Mfg. Co., Mishawaka, Ind. A series of projecting spring legs are arranged to be fastened in one end to a base which has fastenings thereon for the purpose. To the free ends extensions are rigidly secured and flexible suspensions are fastened to such extensions. A conveyor is carried by the suspensions, and means is provided for imparting a to and fro movement to the trough which thru the differential action of the legs and the suspensions causes the trough to move on different paths of travel on its in and out strokes.

THE ARGENTINE wheat crop this year, which will be harvested in December, will make about 60% of an average. Flaxseed has practically all been killed, but another crop will be sown. Corn has been badly hurt by the drouth. As tho this was not sufficient on Sept. 21 the locusts began to come down from the north and indications point to considerable damage to all growing crops from these pests, said Charles Glavin, of Buenos Aires, Argentina, while at Chicago Oct. 16.

THE QUANTITY OF ROUGH RICE treated in the United States, according to the report of the Bureau of Census, U. S. Dept. of Commerce, on the rice manufacturing industry in 1914, increased from 974,747,475 lbs. in 1909 to 1,036,587,825 lbs. in 1914. A decrease is shown in the number of establishments there being 71 in 1909 against 59 in 1914. The equipment in the various rice mills in the country in the year 1914 consisted of 176 shelling stones, 382 scouring machines, and 146 polishing machines. The estimated capacity of rough rice per day of 24 hrs. was 276,426 bus. of 45 lbs.

DRY POWDERS were found practically useless in a series of experiments recently conducted by the British Government to learn the effect of fire extinguishers in bomb fires, the com'te appointed for this work concluding that plenty of water applied in the most convenient manner is the best method. The use of dry powders is to be deprecated as they only give a misleading sense of security. They contain for the most part bicarbonate of soda, or common baking soda, and no gas is generated, as is sometimes supposed, but the only effect they have is in so far as the powder may tend to smother a small flame. Sand would be better.

Examine Old Chimneys.

The near approach of winter should be the signal for an examination of heating stoves and chimneys before starting fires. It is suggested by the Mutual Fire Prevention Bureau that where soft coal is used, it is necessary to rebuild chimney tops every few years.

In order to ascertain if chimneys need rebuilding, climb to the top and look down inside. If mortar has fallen out from between the bricks on the inside, it will soon do so all the way through the wall. Take an ice pick or other sharp implement and try to push it through the mortar; if you can do so, rebuild at once, as follows:

Tear it down to a point below the roof, get fire clay tiling of the same size as the inside measurement of the chimney, set it in the top of the flue and build up with good hard brick laid in cement, consisting of two parts of sharp river sand and one part of good portland cement. Mix and lay quickly before the cement hardens. This will make a solid brick, tile and cement chimney through the roof, where there is most danger, and is the best that can be done unless torn down to the ground and rebuilt, which is quite expensive and seldom necessary. Build the chimney at least two feet above the peak of the roof.

Do not under any circumstances "top off" a chimney with tiling or metal, as they are soon destroyed by the sulphurous acid gas in the coal smoke, and either fall or are blown off, frequently damaging the roof. Build it all the way up with brick, tiling lined, as indicated above.

If stove pipe is rusted soft or thin, replace with new pipe. See that pipe entering chimney is safely thimble with tin collar.

Floors under stoves must be properly protected by sheet metal or cement base. Where wall clearance is less than 24 inches, wall must be protected by sheet metal and asbestos with air space between wall and metal. Where ceiling clearance is less than 14 inches similar protection will be required on ceiling. Floor protection required to extend 3 feet in front and 2 feet at sides of stove. Where flues enter chimney, pipe must fit snug into metal collar. Where pipe passes thru ceilings or partitions, 3 inches air space thimbles or non-combustible thimble will be required. Stove pipe should be riveted and well wired.

No chimney should rest on floor beam or shelf of wood. No floor joists or other woodwork should be permitted to enter into chimneys or flues, or wood casing, lath or furring strips be permitted within 2 inches of chimney walls. Do not allow dirt boxes under stoves.

A chimney contrived of stovepipe thru side of frame building or thru window should be discarded. Even tile is not safe thru a frame wall.

FIRE PREVENTION DAY, Oct. 9, was officially observed in Chicago by the Chicago chapter of the National Fire Protective Ass'n. This is the anniversary date of the Chicago fire and has been generally observed in Illinois for some time by insurance organizations, when meetings are held for the purpose of fostering the spirit and necessity of fire prevention. Other states are generally observing this date also, and it is a plan of the National Fire Protective Ass'n, which includes in its membership practically all fire insurance organizations as well as state inspectors, to have this date observed as Fire Prevention Day thruout the country.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

"FIRE PREVENTION IN GRAIN ELEVATORS" was the subject of a report by Anson Murphy of the Alabama Great Southern, presented at the annual meeting Oct. 3 of the Railway Fire Protection Ass'n at New York.

SALT WATER in barrels thrown on flames by bucket put out nine fires in 1915 with a loss of \$118.85 on elevators on which the Grain Dealers National Fire Ins. Co. had \$37,300 at risk; and during 13 years 15 per cent of the fires occurring were put out by brine. The amount at risk on these was \$347,670.

IF DUMP GRATES were the rule in all elevators many of the foreign substances brot to town in a load of grain would be caught before they get into the elevator machinery and cause damage. Often small metallic parts from grain separators are the cause of elevator fires, as the friction with parts of the elevator is bound to cause heat to be generated, and fire is likely to follow.

A CAREFUL MAN is the best safety device known. The maintaining of a bulletin service to point out the dangers of carelessness about machinery in elevators or mills is bound to instill in the employees the necessity of exceptional precaution on their part to avoid being the direct cause of accidents which occur, and in time these same employees will habitually become careful men. Aside from this fact the installation and maintainance of a bulletin service is something which pays direct results. The educational value of safety bulletins is recognized by all insurance companies and credit is given for their installation. The percentage of plants recognizing this feature is growing every day, and prominent among them are grain elevators and mills where many bulletins for this purpose have been installed.

THE IMPORTANCE of good quality metal roofing is emphasized by the experience of the Burt Equity Exchange of Burt, N. D. On account of the leaky condition of the metal roof on its elevator, which was of 26 gage iron and put on in 1914, says Our Paper, this company has gone back to shingles. Cases where it has been found necessary to go back to shingles after iron roofing has been tried are few, and either an inferior grade of metal was used by the contractor in this case, or it was not properly put on. Some years ago in the steel industry of Pittsburgh when a mad desire to turn out tonnage at a minimum cost was the chief aim of the steel men the quality was often inferior. No iron can be guaranteed against rust, but this can be minimized by protective coating so that the covering will give all the service that can be reasonably expected of it. If all impurities are not extracted, however, during the process of manufacture, the iron will corrode or "pit," and in this condition it is unfit for use. Many reliable concerns turn out anti-corrosive metal, which they guarantee.

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